



**MISSOURI**  
DEPARTMENT OF  
NATURAL RESOURCES

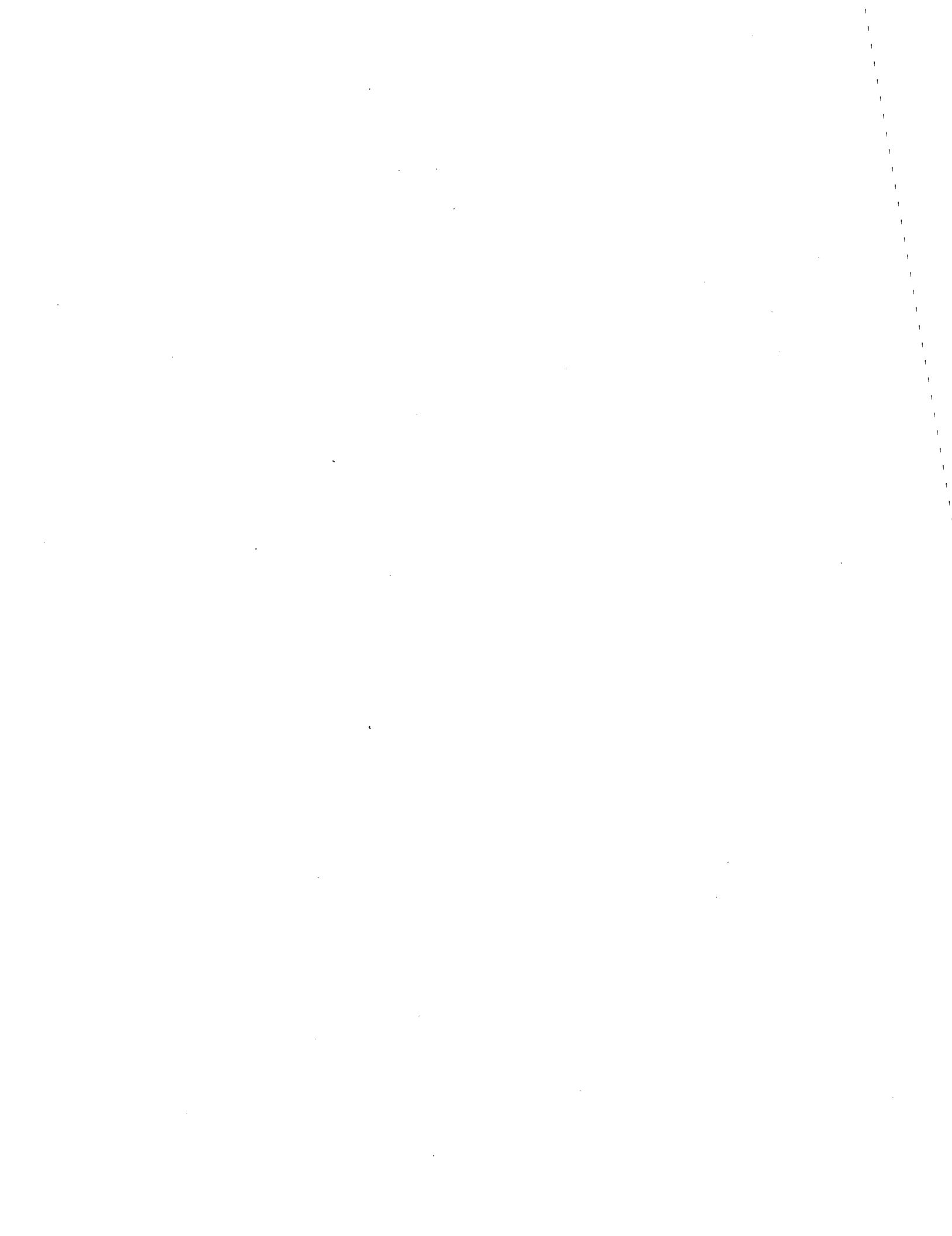


2006 Annual Report

November 2007

Prepared By

Missouri Department of Natural Resources  
Division of Environmental Quality  
Air Pollution Control Program



# 2006 Gateway Clean Air Program Annual Report

## **Reports and Data Required by Federal Rule**

Reports below are in the order of federal regulation. Federal requirements are in bold type and the Missouri Department of Natural Resources' response follows each requirement. Responses that are data tables will be found in the Attachments.

Note that tables are from the automated tracking system for the Gateway Clean Air Program called Data Record Access. The tables may contain several types of data and each may meet more than one federal record-keeping requirement.

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### **TITLE 40--PROTECTION OF ENVIRONMENT**

### **CHAPTER I--ENVIRONMENTAL PROTECTION AGENCY**

### **SUBCHAPTER C--AIR PROGRAMS**

### **PART 51--REQUIREMENTS FOR PREPARATION, ADOPTION, AND SUBMITTAL OF IMPLEMENTATION PLANS**

#### **SUBPART S--INSPECTION/MAINTENANCE PROGRAM REQUIREMENTS**

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##### **§ 51.366      Data analysis and reporting.**

Data analysis and reporting are required to allow for monitoring and evaluation of the program by program management and EPA, and shall provide information regarding the types of program activities performed and their final outcomes, including summary statistics and effectiveness evaluations of the enforcement mechanism, the quality assurance system, the quality control program, and the testing element.

- (a) *Test data report.* The program shall submit to EPA by July of each year a report providing basic statistics on the testing program for January through December of the previous year, including:

The following responses cover data gathered from January through December 2006.

- (1) **The number of vehicles tested by model year and vehicle type;**

See Attachment 1 – Pass/Fail Test Results by Model Year and Vehicle Type Reports. There is one report for all test stations. Stations 1-10 are enhanced stations, stations 11-16 are basic stations, and stations 29, 97, and 98 are RapidScreen payment processing stations.

- (2) **By model year and vehicle type, the number and percentage of vehicles:**

**(i) Failing initially, per test type;**

See Attachment 2 – Initial and Reinsp Pass/Fail Test Results by Model Year, Vehicle Type, and Test Type Report. There is one report for the entire I/M area. Note: 1996 and newer model year vehicles in the enhanced I/M area are tested with an OBD test. 1981 to 1995 model year vehicles in the enhanced I/M area are tested with IM240 equipment. If they cannot be safely tested on the IM240 equipment, then they are tested with a two-speed idle test. All vehicles in the basic I/M area are tested with a single-speed idle test.

**(ii) Failing the first retest per test type;**

See Attachment 3 – Initial Reinspection Idle Emissions Failed and Initial Reinspection Transient Emissions Failed Reports. There is one idle report for the entire I/M area and one transient report for the enhanced I/M area.

**(iii) Passing the first retest per test type;**

See Attachment 4 – Initial Reinspection Idle Emissions Passed and Initial Reinspection Transient Emissions Passed Reports. There is one idle report for the entire I/M area and one transient report for the enhanced I/M area.

**(iv) Initially failed vehicles passing the second or subsequent retest per test type;**

See Attachment 5 – Multiple Reinspection Idle Emissions Passed and Multiple Reinspection Transient Emissions. There is one report for the entire I/M area and one transient report for the enhanced I/M area.

**(v) Initially failed vehicles receiving a waiver; and**

See Attachment 2 – Initial and Reinsp Pass/Fail Test Results by Model Year, Vehicle Type, and Test Type Report and Attachment 6 – Waiver Report. There is one report for the entire I/M area.

In 2006, 1,496 vehicles received a waiver out of 49,047 initially failed vehicles, for a waiver rate of 3.05 percent.

**(vi) Vehicles with no known final outcome (regardless of reason).**

No queries were run during 2006 that quantified the number of unique vehicles emission tested in 2006 without a record of a passing inspection or a waiver.

However, the Department did initiate an investigation into the production and distribution of fraudulent Vehicle Test Reports that lasted from December 2005 until April 2006. The department coordinated its investigation with the Missouri Department of Revenue, the EPA's Criminal Investigation Division and the US District Attorney's office in St. Louis. That investigation revealed that, over the past two years, approximately 4,000 motorists had paid a small network of individuals to produce high-quality fraudulent Vehicle Test Reports (VTRs) that were used to register their vehicles illegally.

The individual responsible for producing these fraudulent certificates was arrested while in the process of perfecting his fraudulent VTR design to match the department's redesigned VTR. In addition to printing fraudulent vehicle test reports, he was also responsible for printing counterfeit temporary tags for used vehicles, fake insurance cards, paycheck stubs, and license plate renewal stickers. He was prosecuted and sentenced to prison for one year and one day, in addition to paying a \$10,000 fine. The primary re-seller of the fraudulent certificates was sentenced to four years of supervised probation, six months home confinement and a \$5,000 fine. In addition, three more re-sellers were put on probation for their crimes. The three re-sellers operated a small, shade tree mechanic shop in St. Louis and were selling the certificates and insurance cards.

This case placed renewed emphasis on the design of the next vehicle emissions inspection program. The Missouri General Assembly included within the I/M statutes a requirement for real time electronic data sharing between the state's data management contractor and the Department of Revenue fee offices. This system will be used to ensure that the registration verification system is paperless and resistant to certificate fraud.

Once this counterfeit ring was disbanded, the department initiated an effort to contact the owners of vehicles that had been tested in September 2003 and not seen again in September 2005, but were shown as registered with DOR in the St. Louis area in October 2006. 221 certified letters were mailed to vehicle owners on January 5, 2007. All but 30 recipients replied within 60 days and submitted reasons that the vehicle was not inspected or provided copies of the most recent inspection. Due to limited resources during the rest of 2007 due to the startup of the next vehicle emissions inspection program, no further letters have been mailed.

**(vii)-(x) [Reserved]**

**(xi) Passing the on-board diagnostic check;**

**(xii) Failing the on-board diagnostic check;**

**(xiii) Failing the on-board diagnostic check and passing the tailpipe test (if applicable);**

- (xiv) Failing the on-board diagnostic check and failing the tailpipe test (if applicable);
- (xv) Passing the on-board diagnostic check and failing the I/M gas cap evaporative system test (if applicable);
- (xvi) Failing the on-board diagnostic check and passing the I/M gas cap evaporative system test (if applicable);
- (xvii) Passing both the on-board diagnostic check and I/M gas cap evaporative system test (if applicable);
- (xviii) Failing both the on-board diagnostic check and I/M gas cap evaporative system test (if applicable);

For reporting requirements (xi) - (xviii), see Attachment 7 – Enhanced Area OBD II/Tailpipe/Gas Cap Test Correlation by Model Year and Vehicle Type and Basic Area OBD II/BAR 90/Gas Cap Test Correlation by Model Year and Vehicle Type Reports.

Note: The data in the Enhanced Area OBD II/Tailpipe/Gas Cap Test Correlation by Model Year and Vehicle Type Report reflects OBD information gathered under EPA's 2001 OBD rulemaking. The OBD test is still advisory-only in the basic I/M area. The data presented in the Basic Area OBD II/BAR 90/Gas Cap Test Correlation by Model Year and Vehicle Type Report reflects OBD information gathered under EPA's 1998 OBD rulemaking requirements.

Both reports show that the Gas Cap Pressure Test identified vehicles with failing gas caps that the OBD test did not identify. However, the number of vehicles with failing gas caps was quite small, averaging 2.23 percent of the OBD tested vehicles.

- (xix) MIL is commanded on and no codes are stored;
- (xx) MIL is not commanded on and codes are stored;
- (xxi) MIL is commanded on and codes are stored;
- (xxii) MIL is not commanded on and codes are not stored;
- (xxiii) Readiness status indicates that the evaluation is not complete for any module supported by on-board diagnostic systems;

For reporting requirements (xix) - (xxiii), see Attachment 8 – Enhanced Area OBD II MIL vs. Codes and Readiness and Basic Area OBD II MIL vs. Codes and Readiness Reports. Note: The data in the Enhanced Area OBD II MIL vs. Codes and Readiness

Report reflects OBD information gathered under EPA's 2001 OBD rulemaking. The OBD test is still advisory-only in the basic I/M area. The data presented in the Basic Area OBD II MIL vs. Codes and Readiness Report reflects OBD information gathered under EPA's 1998 OBD rulemaking requirements.

In 2006, the overall average enhanced I/M area readiness monitor reject rate was 5.30 percent. However, after vehicle repairs were made, readiness monitor reject rate was as high as 45 percent on vehicles receiving four or more retests. The key on, engine on (KOEO) bulb check failure rate was 5.00 percent. In 2006, the basic I/M area had a MIL commanded on with codes stored advisory failure rate of 8.46 percent.

- (3) The initial test volume by model year and test station;**
- (4) The initial test failure rate by model year and test station; and**

For reporting requirements (3) and (4), see Attachment 9 – Initial Pass/Fail Test Results by Model Year and Vehicle Type, Initial Failure Rate by Model Year and Vehicle Type and Initial Inspection Test Results by Station Reports.

- (5) The average increase or decrease in tailpipe emission levels for HC, CO, and NOx (if applicable) after repairs by model year and vehicle type for vehicles receiving a mass emissions test.**

Since the implementation of OBD phase-in testing in January 2003, the department's contractor has been unable to provide this report to the department.

- (b) *Quality assurance report. The program shall submit to EPA by July of each year a report providing basic statistics on the quality assurance program for January through December of the previous year, including:***

- (1) The number of inspection stations and lanes operating throughout the year:**
  - (i) Operating throughout the year;**

The Gateway Clean Air Program station network consists of ten enhanced test stations with a combined total of 35 lanes and two basic test stations in Franklin County with a combined total of six lanes. In addition to these 41 permanent test lanes, two mobile testing units rotate each week between six sites in Franklin County.

The Gateway Clean Air Program RapidScreen network consists of five RapidScreen vans rotated among at least 50 sites throughout the reporting period.

- (ii) Operating for only part of the year;**

Except for lane closures for mechanical problems, no station or lane was operated for only part of the year. However, lanes that were actually operational may not have been used during days with low-test volumes of vehicles presented for testing. During days with low-test volumes, lanes were opened and operated as test volume dictated.

A few station closures due to weather-related incidents did occur. For example, due to heavy winds, a few stations suffered electrical power outages. In addition, the mobile testing units in Franklin County were occasionally closed due to tornado warnings, severe thunderstorms, severe windchills (-25 °F), heat indices (+100 °F) or hazardous road and testing area conditions.

**(2) The number of inspection stations and lanes operating throughout the year:**

**(i) Receiving overt performance audits in the year;**

153 overt audits of both enhanced and basic test facilities were performed in 2006. Station management staff was audited in most stations. Lane staff in all stations and mobile vans was audited during the reporting period.

The overt personnel audits:

- Are customer-oriented and primarily look at Station Operation from the perspective of Lane Inspector Proficiency in both test procedure performance and customer service;
- Assess Station Management proficiency regarding interactions with and information provided a customer when the vehicle fails the test as well as applying for a waiver;
- Are public relations focused from the perspective staff appearance, uniform compliance and adherence to established safety protocols;
- May be triggered by customer complaints that often are tied to misperceptions or misunderstandings about the test process;
- May be performed to validate test refusals due to mechanical concerns with a vehicle unable to be tested; and,
- Provide opportunities for department outreach to the public and assurance that lane performance is as it is supposed to be.

The overt operations audits:

- Are customer-oriented and primarily look at complete lane operations with a focus on the interactions:
  - between each of the lane inspectors involved in the testing of a vehicle;
  - between the lane inspectors and management when applicable; and,
  - between station staff and a citizen;

- Verify established policies and procedures are distributed and being adhered to by station staff system wide;
- Verify Station Management comply with rules, policies and procedures regarding damage claims, test refusals and approved alternate testing, and waiver acceptance and refusal;
- Provide opportunity for visual observation of equipment condition and the proper usage of same;
- Verify program management and station management comply with policies and requirements regarding hiring, training and staff review; and,
- May address specific issues or concerns raised by the public, state staff or legislators.

**(ii) Not receiving overt performance audits in the year;**

None. All stations received overt performance audits during this period.

**(iii) Receiving covert performance audits in the year;**

88 covert audits were performed on the enhanced and basic test stations (including the mobile vans) and the RapidScreen vans. Covert audits were performed in each lane of the test facilities throughout the year, but surveillance and video review also were utilized to assess a test station's operations.

Station covert performance audits:

- Are customer-oriented with a focus on Station Management and Lane Inspector proficiency in both test procedure performance and customer service;
- May be triggered by customer complaints that often are tied to misperceptions or misunderstandings about the test process;
- Provide opportunities for department staff to listen to citizen concerns and observe lane staff interaction with the testing public;

Station surveillance audits:

- Involve department staff reviews of videotapes, which are recorded daily for each lane at the enhanced stations, for the purpose of:
  - investigating customer complaints;
  - investigating concerns raised by Data Record Access reviews; and,
  - observing overall station operations, staff performance and test compliance.
- Involve remote surveillance of the operations of all test facilities and the Franklin County mobile emission test vans.

RapidScreen van covert performance audits:

- Are public relations oriented with a focus on van compliance with the location and time schedule posted weekly for public access;

- Verified that vehicle test data had been collected through visual observation of the database. For more information about the RapidScreen van audits, see Volume III of this report.

Department staff also called the toll-free information line to audit both the message being delivered and the operator's knowledge as judged by responses to questions similar to those asked by citizens. Random checks of the toll-free information line were performed.

Quality Assurance audits, both overt and covert were performed when motorists questioned the test process or perceived problems at the station. State staff both physically audited the test process and utilized contractor management to provide the motorist quality assurance. The majority of these audits confirmed the management and lane staffs were performing the test procedure correctly, and that it was the motorist's perception of what occurred that led to their concern or complaint. Managers and lane staff were verbally informed of any procedural or customer service issues found to be in their control. The Operation Manager who oversees all of the stations for the contractor was also informed of any outstanding issues with station staff performance of the test process, document requirements, and customer service and responded with appropriate policy guidelines and staff training.

The Quality Assurance audit staff utilized many sources of information in preparation to conduct covert auditing. Audit staff review of citizen comment forms, discussions about daily phone calls, video tape reviews and test data queries assisted them in determining where, when and how to conduct the audit.

The section utilizes staff knowledge, information systems (AllData), and resources within the repair community, including designated "Investigative Diagnostic" repair facilities to provide technical assistance to those involved in the program in lieu of a state operated technical service center.

**(iv) Not receiving covert performance audits in the year; and**

None. All stations received some form of covert performance audit.

**(v) That have been shut down as a result of overt performance audits;**

None. Station staff complied with federal, state and contractual requirements when performing the emission test .

**(3) The number of covert audits:**

**(i) Conducted with the vehicle set to fail per test type;**

**(ii)      Conducted with the vehicle set to fail any combination of two or more test types;**

In response to reporting requirements (i) - (ii), department audit staff were unable to perform covert audits using vehicles set up to fail the IM240 emission test. There were instances of the department's vehicle failing an emissions test. There were 25 covert audits using a vehicle that failed the OBDII test. In all instances, lane staff and management were observed performing the necessary test and tamper inspections and customer service procedures established by the EPA, the state and the contractor.

The two vacant motor mechanic positions needed to perform the vehicle staging aspects of covert auditing were cut from the department's budget during the 2004 legislative session. However, department staff were able to compromise some covert vehicles ability to pass the test by disengaging or disconnecting emission components.

**(iii)     Resulting in a false pass per test type;**

**(iv)     Resulting in a false pass for any combination of two or more test types;**

In response to reporting requirements (iii) - (iv), no false passes were received during covert audits performed on non-department vehicles owned by St. Louis Regional Office staff of other government agencies. Covert vehicles that were tested at multiple stations in one day documented the emission test equipment was accurate as all test results were within statistical variance.

**(v)-(viii) [Reserved]**

**(4)      The number of inspectors and stations:**

Note: Reporting requirements (4) through (7) apply primarily to decentralized, or test and repair, I/M programs, while the Gateway Clean Air Program is a centralized, or test only, I/M program. Because the department has a contract with one company that operates all of the testing stations, the department does not take action against specific inspectors or individual stations. Instead, the department works with the contractor to assess, address, and resolve all issues revealed during quality assurance audits. That said, the department has responded to reporting requirements (4) through (7) as they apply to the Gateway Clean Air Program.

**(i)      That were suspended, fired, or otherwise prohibited from testing as a result of covert audits;**

The covert audits conducted by the department did not result in any stations from being prohibited from testing. The department's assessment of station staff was used by the contractor as additional cause for retraining, suspension, or termination.

**(ii) That were suspended, fired, or otherwise prohibited from testing for other causes; and**

The department provided monthly reports regarding auditor findings. This information prompted the contractor to take personnel action against an employee appropriate to the issue. The contractor agreed to take action against employees who auditors and station management found were interacting with citizens in an inappropriate or unprofessional manner. Other causes for action to be taken included, but were not limited to, courtesy to customers or audit staff, incorrectly following station operation procedures and policies, and failure to follow guidelines regarding vehicle testing, alternate test authorizations, waiver documentation or other paperwork. In most cases, the contractor provided retraining for these employees. In a few cases, station staff was fired by the contractor.

**(iii) That received fines;**

The department cannot fine inspectors or stations. Instead, the department asks the state's contract officer, known as the Buyer of Record, to assess liquidated damages for excursions from the requirements of the contract.

**(5) The number of inspectors licensed or certified to conduct testing;**

In total, ESP Missouri employed a total of 340 station staff for between 135 and 165 positions during the seventh year of operation. The number of inspectors, overall and at individual stations, varied considerably throughout the reporting period. The nature of the work, the pay scale offered, and the seasonal variation in vehicle registration rates lead to employee turnover. Busy periods and adverse weather occasionally corresponded with high number of station staff resignations. The contractor ran bi-monthly training sessions during the reporting period to recruit new staff and maintain contractor established optimum staff levels.

The department does not currently license or certify the emission test facility management staff or inspectors. The contractor is required to employ and train individual inspectors. The department has approved the training program contents and duration of training, specific to the job (Station Managers, Lead Lane Inspectors, and Lane Inspectors). Department staff attended training courses to ensure compliance with the contract and department goals. Employees successfully completing classroom and in-lane IM240 trace driving training and practice became certified lane inspectors.

**(6) The number of hearings:**

- (i) **Held to consider adverse actions against inspectors and stations; and**
- (ii) **Resulting in adverse actions against inspectors and stations;**

The department did not hold formal hearings for violations noted by auditors. When violations of contract, rule, or test procedures are noted by the department, station and contractor management are notified. The contractor takes the disciplinary action they feel is appropriate against any employee not following test procedures, company policy or contract guidelines.

The department does have the authority to request retraining or dismissal of employees found to not be following policies and procedures established by the contractor. The department did recommend some staff be provided additional training or be retrained, but did not make any requests for dismissal during the reporting period.

**(7) The total amount collected in fines from inspectors and stations by type of violation;**

The department does not collect fines from individual inspectors or stations for contractual violations. Instead, liquidated damages are sought from the contractor as described in section (4) (iii) above. No liquidated damages were collected during the reporting period.

**(8) The total number of covert vehicles available for undercover audits over the year; and**

There were six (6) department owned vehicles used to perform covert audits this reporting period. The vehicle model years allowed audits of both the tailpipe and gas cap testing and the OBDII computer testing to be performed.

**(9) The number of covert auditors available for undercover audits.**

During this reporting period, the department employed four (4) Environmental Specialists to perform covert audits on operations at the stations.

**(c) *Quality control report.* The program shall submit to EPA by July of each year a report providing basic statistics on the quality control program for January through December of the previous year, including:**

**(1) The number of emission testing sites and lanes in use in the program;**

The Gateway Clean Air Program station network consists of ten enhanced test stations with a combined total of 35 lanes and two basic test stations in Franklin County with a

combined total of six lanes. In addition to these 41 permanent test lanes, two mobile testing units rotate each week between six sites in Franklin County. The Gateway Clean Air Program RapidScreen network consists of five Rapid Screen vans rotated among at least 50 sites throughout the reporting period.

Other than unpredicted closures due to mechanical failures or weather incidents, lanes that were actually operational may not have been used during days with low test volumes of vehicles presented for testing. During days with low test volumes, lanes were opened and operated as test volume dictated.

**(2) The number of equipment audits by station and lane;**

There were 76 emission test equipment audits performed on 10 enhanced stations, two basic stations, 2 mobile vans and 5 RapidScreen vans. These audits:

- Are analytical and mechanical equipment performance oriented;
- Can be focused on a particular aspect of the emission testing equipment or related ancillary devices, such as the dyne, weather station, or gas cap pressure test system;
- Utilizes research done by department staff using station calibration reports, test data, or the contractor's repair request notification system to focus on particular concerns;
- Ensure station management performed the start up and scheduled calibration procedures correctly;
- Determine if the contractor is reporting and addressing problems with equipment per agreed upon guidelines;
- Verify changes made to lane software do not compromise the quality or integrity of any aspect of the emission tests;
- Validate changes or modifications to lane equipment did not compromise the quality of the emission test provided;
- Result in a lane lockout due to dyne or analyzer failure only after audit staff have performed an initial failed audit, an auto-calibration, and then a retest that also fails;
- Result in a lane lockout due to test component concerns where there were no replacement parts immediately available, or the replacement part(s) also failed the audit;
- Result in a RapidScreen equipment or analyzer lockout only after audit staff have performed initial failed audit, an auto-calibration, and then a retest that also fails.

Department auditors routinely audit software. They assist in development of acceptance test procedures, participate in acceptance testing on all software versions released during the calendar year. They provide approval or request additional modifications as appropriate.

**(3) The number and percentage of stations that have failed equipment audits; and**

There are over forty-five (45) individual processes or components involved in a single lane audit. A failure of one or more of these would cause a lane to fail an initial audit. Continued failure of any one process or component to meet applicable test criteria would result in a lane lockout. Audit protocols, developed in response to customer service concerns, require state audit staff to perform an auto-calibration on the failing process prior to locking the lane out of service. Many times items failing the initial audit would pass after auto-calibrations were performed by the audit staff. Lane lockouts could be the result of a single aspect or multiple aspects of the complete audit having failed to meet established criteria, data reflects the number of lanes failing, not the number of items.

The 76 lane equipment audits performed resulted in an initial fail rate of around thirty-seven percent (37%) depending on the process or equipment being audited. There was a twenty-eight percent (28%) failure rate of the re-calibrated equipment that resulted in a lane lockout. This is an overall fail rate of ten percent (10%) of all lanes audited. Lockouts occurred at least once at each of the enhanced test stations throughout the year.

The conditions that caused the lockouts many times were repaired and corrected by contractor technicians while audit staff were present. The majority of the lockouts for analytical equipment issues were removed after the repair technician serviced them. Immediate replacement by station management of cited damaged test components such as hoses or OBDII data link cables also prevented lanes from being locked out. Coast down failures by the dynamometer generally resulted in the longest lock out times. This could be attributed to repair technicians performing additional planned maintenance at the same time the problem causing the failure was corrected. Lanes failing the audit were repaired successfully 100% of the time.

The equipment audits found that dyne coast down testing at the lower GVW weights failed in a significant number of lanes if there was no pre-audit auto-calibration performed. The analytical benches also failed, but at a much lower percentage. Audit staff performed an auto-calibration anytime a piece of equipment or analytical bench failed. Doing so brought over seventy percent (70%) of the equipment back to within acceptable standards, allowing those lanes to continue operations.

There were 11 on site and parking lot audits of RapidScreen van analytical and test equipment. The audits found that the analytical equipment failed to meet initial and rescheduled test standards approximately ten percent (10%) of the time. Failed RapidScreen equipment was allowed to be recalibrated on site. If the equipment failed the re-audit, the van and its analytical equipment was locked out, resulting in it being removed from service until the cause of the failure could be repaired or replaced.

Department auditors found that the contractor was responsive to repairing or replacing faulty equipment in response to system flags or other performance history as noted in the statistical process control data. The contractor responded to auditor recommendations related to equipment failure or condition (e.g. hoses, filters, tachometers, cables, etc.) in a

timely manner. The contractor also modified the start up software to require dynamometer auto-calibrations on a daily basis, rather than weekly, reducing the number of audit failures due to dynamometer issues significantly.

**(4) Number and percentage of stations and lanes shut down as a result of equipment audits.**

Department audit staff closed no stations as a result of equipment audits. The audit staff did temporarily shut down approximately twenty percent (20%) of all initially failing test lanes. The station management also closed lanes or did not open lanes that could not be correctly calibrated or that could not pass regularly scheduled calibration audits. The contractor reopened the lanes after repairs allowed the test equipment to pass functionality checks.

**(d) *Enforcement report.***

**(1) All varieties of enforcement programs shall, at a minimum, submit to EPA by July of each year a report providing basic statistics on the enforcement program for January through December of the previous year, including:**

**(i) An estimate of the number of vehicles subject to the inspection program, including the results of an analysis of the registration database;**

The department analyzed the DOR's vehicle registration database prior to the start of the Gateway Clean Air Program. The department estimated that 1.28 million vehicles were subject to the Gateway Clean Air Program.

**(ii) The percentage of motorist compliance based upon a comparison of the number of valid final tests with the number of subject vehicles;**

For the reporting year, the percentage of motorist compliance was assumed to be 96.0 percent.

**(iii) The total number of compliance documents issued to inspection stations;**

The department does not have information about how many compliance documents were issued to inspection stations in 2006. Stations only maintain a small inventory of forms, so the bulk of the inventory was secured at ESP Missouri's headquarters and distributed on an as-needed basis to ensure better control and security. Chain of custody documentation and form tracking procedures are in place.

**(iv) The number of missing compliance documents;**

During the reporting period, there were 300 compliance documents that were found to be missing when audited by department and contractor staff. In addition, on February 14, 2006, the department's contractor reported that 14 compliance document stubs, not useable for vehicle registration purposes, were stolen by a motorist. Appropriate legal actions were taken against the station staff involved to allow for a satisfactory closure to this problem.

The contractor is responsible for compliance document security. The security measures include the following:

Design: The Vehicle Test Report (VTR) forms are designed so that fraudulent duplication is quite difficult. a) The test-specific information is printed on the VTR form in a different color than the pre-printed information, so photocopies are easily identifiable. b) The test-specific information includes bar coded information, which is difficult to simulate. c) The VTR forms are serially numbered, so that each form is unique. d) The VTR has a watermark that is changed every cycle, which is difficult to simulate.

Transport: The transport of VTR forms from the company that prints the forms to the contractor's headquarters to the individual test stations is tracked via a chain of custody system.

Use: a) The VTRs are stored in a locked printer cabinet in each lane or in locked rooms while they are at the test stations or at company headquarters. b) A tracking log is used to ensure that every lane inspector accounts for every VTR issued from their lane on a daily basis. c) The contractor conducts random internal audits to ensure that the daily tracking logs are being maintained and that the VTR forms are securely stored. d) Department audit staff regularly audit the records regarding the VTRs both in the company headquarters and used in the test facilities.

**(v) The number of time extensions and other exemptions granted to motorists; and**

Time extensions are given by the DOR for vehicles located in another state at the time of registration renewal. Motorists with these vehicles are allowed to renew their registrations via mail, but must have the vehicle emission inspected within 10 days of returning to the St. Louis area. During the reporting period, the Department of Revenue didn't report the number of Out of State extensions granted to vehicles.

Some vehicles are subject to an emission inspection requirement because of the county where the vehicle is property taxed, but are exclusively operated outside the ozone nonattainment area. Examples include vehicles used by family members away at college or on vacation or farm property outside of the St. Louis area. Out of Area Waivers, valid for the period of registration, are given to motorists of such vehicles.

During the reporting period, 159 Out of Area Waivers were granted by DNR to vehicles from the enhanced I/M area.

**(vi) The number of compliance surveys conducted, number of vehicles surveyed in each, and the compliance rates found.**

No parking lot surveys or other compliance checks were conducted during the reporting period as the state inspectors have no resources to verify a vehicle's apparent compliance or lack of with the Department of Revenue's database. The exception to this involves government fleet vehicles. The compliance rate for government fleets is over 99 percent, both per visits to the fleet locations and through quarterly data submitted to the program. For the general public, it is assumed to be 96.0 percent.

**(2) Registration denial based enforcement programs shall provide the following additional information:**

**(i) A report of the program's efforts and actions to prevent motorists from falsely registering vehicles out of the program area or falsely changing fuel type or weight class on the vehicle registration, and the results of special studies to investigate the frequency of such activity; and**

To register a gasoline-powered passenger vehicle in the St. Louis area, proof of compliance with the emissions testing program (a VTR from a station-based test or a mini-VTR from a RapidScreen test) must be presented to the vehicle registration office. Vehicle registration is denied if such proof is not provided or if the proof is suspected to be fraudulent.

DOR's Motor Vehicle and Driver's Licensing Division oversees "fee offices" run by private business under contract to DOR. An official DOR policy memo, reviewed and approved by the Department of Natural Resources, has been sent to all fee offices that describes the registration procedures for all vehicles subject to the Gateway Clean Air Program. License clerks in these offices are trained on the requirements of the emissions test program and on recognition of legitimate certificates.

Vehicles with gross vehicle weight ratings over 8,500 pounds GVWR are exempted from the emission inspection requirement if the motorist shows proof to license clerks on either a vehicle refusal form from the emission test station or on a state safety inspection certificate.

**(ii) The number of registration file audits, number of registrations reviewed, and compliance rates found in such audits.**

The department did not audit or review any registration files during this reporting period.

**(3) Computer-matching based enforcement programs shall provide the following additional information:**

The Gateway Clean Air Program is not enforced with a computer-matching system, although the contractor sends the DOR vehicle test results for all passing (station-based and RapidScreen) and waived vehicles. This information is then made available to all vehicle registration offices on a main-framed Emission Verification System that serves as a backup confirmation system should a motorist lose their vehicle's emission test results after the test but before registering their vehicle.

- (i) The number and percentage of subject vehicles that were tested by the initial deadline, and by other milestones in the cycle;**
  - (ii) A report on the program's efforts to detect and enforce against motorists falsely changing vehicle classifications to circumvent program requirements, and the frequency of this type of activity; and**
  - (iii) The number of enforcement system audits and the error rate found during those audits.**
- (4) Sticker-based enforcement systems shall provide the following additional information:**

The Gateway Clean Air Program is not enforced with a sticker-based system, although a windshield sticker is issued to vehicles that pass an emissions test (station-based or RapidScreen) or receive a waiver. The purpose of the windshield sticker is to assist law enforcement officers in registration confirmation during other traffic stops.

- (i) A report on the program's efforts to prevent, detect, and enforce against sticker theft and counterfeiting, and the frequency of this type of activity;**
- (iii) A report on the program's efforts to detect and enforce against motorists falsely changing vehicle classifications to circumvent program requirements, and the frequency of this type of activity; and**
- (iv) The number of parking lot sticker audits conducted, the number of vehicles surveyed in each, and the noncompliance rate found during those audits.**

(e) ***Additional reporting requirements.*** In addition to the annual reports in paragraphs (a) through (d) of this section, programs shall submit to EPA by July of every other year, biennial reports addressing:

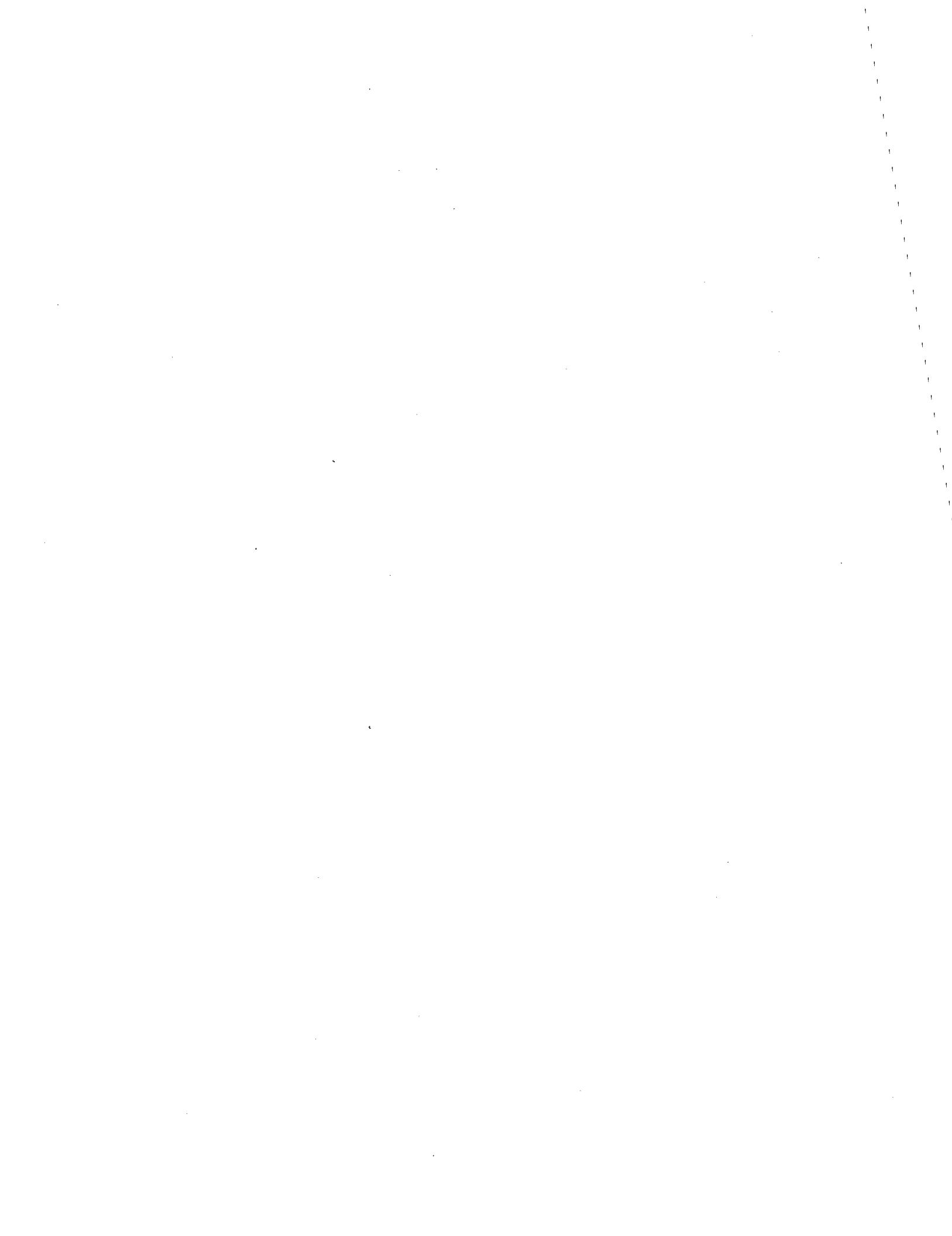
- (1) Any changes made in program design, funding, personnel levels, procedures, regulations, and legal authority, with detailed discussion and evaluation of the impact on the program of all such changes; and

During the 2006 Missouri General Assembly, the state legislature debated and passed Senate Bill 583. This bill authorized the Missouri Air Conservation Commission to design a decentralized vehicle emissions I/M program to replace the Gateway Clean Air Program after September 1, 2007. The bill was signed into law by the Governor on June 30, 2006. The new vehicle emissions I/M program, called the Gateway Vehicle Inspection Program, will be described in detail in the 2007 annual report.

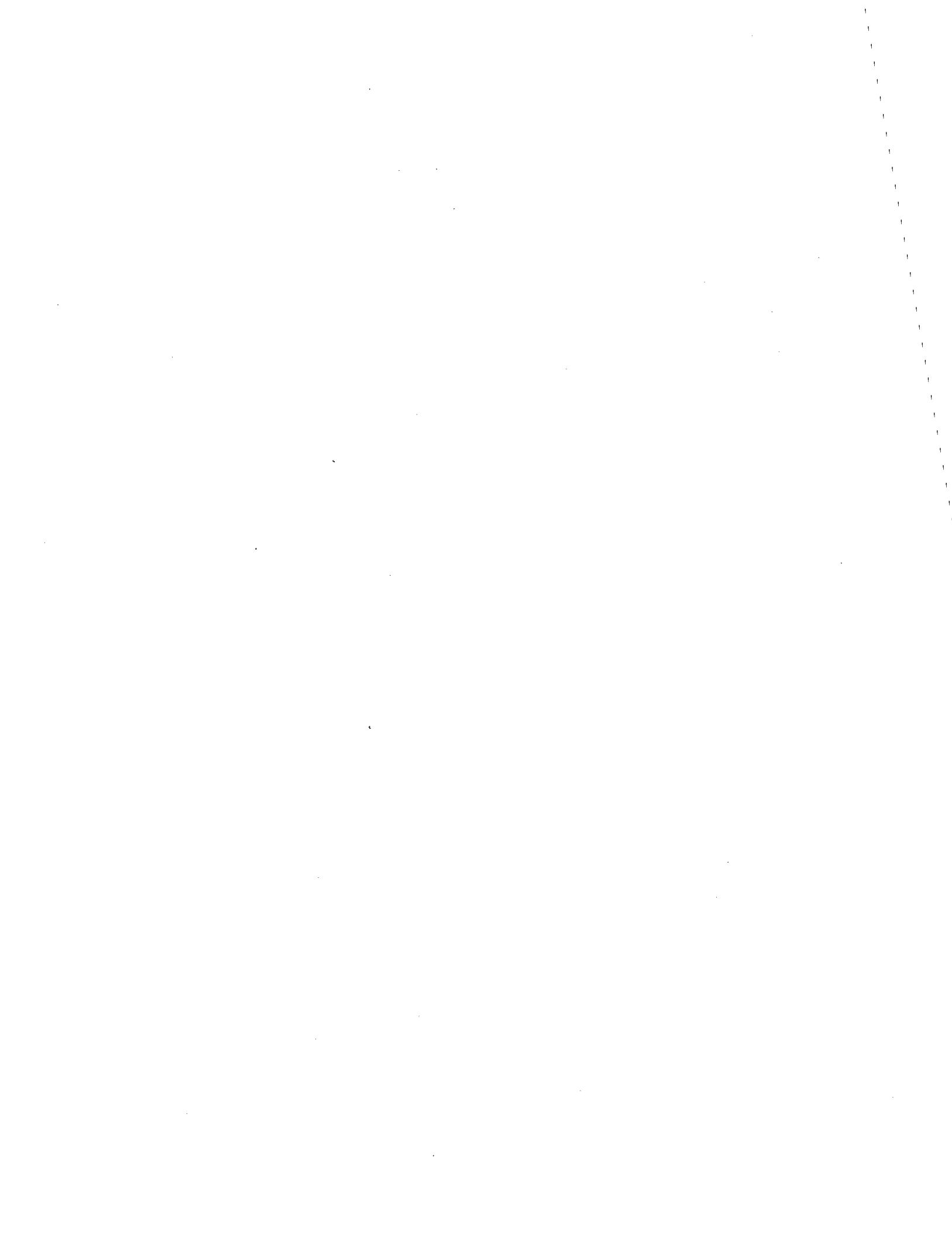
- (2) Any weaknesses or problems identified in the program within the two-year reporting period, what steps have already been taken to correct those problems, the results of those steps, and any future efforts planned.

(f) ***SIP requirements.*** The SIP shall describe the types of data to be collected.

The department submitted its I/M State Implementation Plan (SIP) to the EPA on November 11, 1999. The I/M SIP was approved by the EPA on May 18, 2000. Two SIP amendments were submitted to the EPA in 2002, one in April 2002 and one in December 2002. These amendments were approved on May 12, 2003.



# **Attachment 1**



**MISSOURI*****Pass/Fail Test Results******by Model Year and Vehicle Type Report***

06-Feb-2007 14:37:17

From: 01-Jan-2006 To: 31-Dec-2006

Stations: 1,2,3,4,5,6,7,8,9,10,11,12,15,16,29,97,98

**Vehicle Type**

LDGV Light Duty Gas Vehicle

LDGT1 Light Duty Gas Truck less than 6,001 lbs

LDGT2 Light Duty Gas Truck between 6,001 and 8,500 lbs

OTHER\* May contain vehicles such as RSDs or Waivers where a type is not designated

Model Year	Vehicle Type	Passed Tests		Failed Tests		Reject Results		Other Results		Total Tested
		Count	%	Count	%	Count	%	Count	%	
1198	OTHER	0	0.00%	0	0.00%	0	0.00%	1	100.00%	1
	<b>Model Year Total:</b>	<b>0</b>	<b>0.00%</b>	<b>0</b>	<b>0.00%</b>	<b>0</b>	<b>0.00%</b>	<b>1</b>	<b>100.00%</b>	<b>1</b>
1981	LDGV	65	39.88%	84	51.53%	0	0.00%	14	8.59%	163
	LDGT1	41	46.59%	33	37.50%	0	0.00%	14	15.91%	88
	LDGT2	10	47.62%	8	38.10%	0	0.00%	3	14.29%	21
	<b>Model Year Total:</b>	<b>116</b>	<b>42.65%</b>	<b>125</b>	<b>45.96%</b>	<b>0</b>	<b>0.00%</b>	<b>31</b>	<b>11.40%</b>	<b>272</b>
1982	LDGV	470	46.91%	474	47.31%	0	0.00%	58	5.79%	1,002
	LDGT1	278	59.78%	141	30.32%	0	0.00%	46	9.89%	465
	LDGT2	96	60.76%	51	32.28%	0	0.00%	11	6.96%	158
	<b>Model Year Total:</b>	<b>844</b>	<b>51.94%</b>	<b>666</b>	<b>40.98%</b>	<b>0</b>	<b>0.00%</b>	<b>115</b>	<b>7.08%</b>	<b>1,625</b>
1983	LDGV	201	39.03%	287	55.73%	0	0.00%	27	5.24%	515
	LDGT1	99	67.35%	39	26.53%	0	0.00%	9	6.12%	147
	LDGT2	43	58.11%	27	36.49%	0	0.00%	4	5.41%	74
	OTHER	0	0.00%	0	0.00%	0	0.00%	1	100.00%	1
	<b>Model Year Total:</b>	<b>343</b>	<b>46.54%</b>	<b>353</b>	<b>47.90%</b>	<b>0</b>	<b>0.00%</b>	<b>41</b>	<b>5.56%</b>	<b>737</b>
1984	LDGV	1,632	50.65%	1,427	44.29%	0	0.00%	163	5.06%	3,222
	LDGT1	608	52.92%	443	38.56%	0	0.00%	98	8.53%	1,149
	LDGT2	292	48.26%	269	44.46%	0	0.00%	44	7.27%	605
	OTHER	0	0.00%	0	0.00%	0	0.00%	11	100.00%	11
	<b>Model Year Total:</b>	<b>2,532</b>	<b>50.77%</b>	<b>2,139</b>	<b>42.89%</b>	<b>0</b>	<b>0.00%</b>	<b>316</b>	<b>6.34%</b>	<b>4,987</b>
1985	LDGV	626	43.23%	733	50.62%	0	0.00%	89	6.15%	1,448

	<b>LDGT1</b>	255	42.57%	275	45.91%	0	0.00%	69	11.52%	599
	<b>LDGT2</b>	129	46.57%	112	40.43%	0	0.00%	36	13.00%	277
	<b>OTHER</b>	0	0.00%	0	0.00%	0	0.00%	4	100.00%	4
	<b>Model Year Total:</b>	<b>1,010</b>	<b>43.38%</b>	<b>1,120</b>	<b>48.11%</b>	<b>0</b>	<b>0.00%</b>	<b>198</b>	<b>8.51%</b>	<b>2,328</b>
<b>1986</b>										
	<b>LDGV</b>	3,210	60.23%	1,917	35.97%	0	0.00%	203	3.81%	5,330
	<b>LDGT1</b>	1,379	59.57%	750	32.40%	0	0.00%	186	8.03%	2,315
	<b>LDGT2</b>	654	56.97%	424	36.93%	0	0.00%	70	6.10%	1,148
	<b>OTHER</b>	0	0.00%	0	0.00%	0	0.00%	5	100.00%	5
	<b>Model Year Total:</b>	<b>5,243</b>	<b>59.59%</b>	<b>3,091</b>	<b>35.13%</b>	<b>0</b>	<b>0.00%</b>	<b>464</b>	<b>5.27%</b>	<b>8,798</b>
<b>1987</b>										
	<b>LDGV</b>	1,184	51.23%	1,014	43.88%	0	0.00%	113	4.89%	2,311
	<b>LDGT1</b>	536	59.03%	303	33.37%	0	0.00%	69	7.60%	908
	<b>LDGT2</b>	215	62.68%	101	29.45%	0	0.00%	27	7.87%	343
	<b>OTHER</b>	0	0.00%	0	0.00%	0	0.00%	3	100.00%	3
	<b>Model Year Total:</b>	<b>1,935</b>	<b>54.28%</b>	<b>1,418</b>	<b>39.78%</b>	<b>0</b>	<b>0.00%</b>	<b>212</b>	<b>5.95%</b>	<b>3,565</b>
<b>1988</b>										
	<b>LDGV</b>	6,024	67.29%	2,578	28.80%	0	0.00%	350	3.91%	8,952
	<b>LDGT1</b>	2,852	73.92%	805	20.87%	0	0.00%	201	5.21%	3,858
	<b>LDGT2</b>	1,072	71.75%	364	24.36%	0	0.00%	58	3.88%	1,494
	<b>OTHER</b>	0	0.00%	0	0.00%	0	0.00%	8	100.00%	8
	<b>Model Year Total:</b>	<b>9,948</b>	<b>69.51%</b>	<b>3,747</b>	<b>26.18%</b>	<b>0</b>	<b>0.00%</b>	<b>617</b>	<b>4.31%</b>	<b>14,312</b>
<b>1989</b>										
	<b>LDGV</b>	2,475	60.98%	1,394	34.34%	0	0.00%	190	4.68%	4,059
	<b>LDGT1</b>	875	65.49%	382	28.59%	0	0.00%	79	5.91%	1,336
	<b>LDGT2</b>	360	66.06%	148	27.16%	0	0.00%	37	6.79%	545
	<b>OTHER</b>	0	0.00%	0	0.00%	0	0.00%	2	100.00%	2
	<b>Model Year Total:</b>	<b>3,710</b>	<b>62.44%</b>	<b>1,924</b>	<b>32.38%</b>	<b>0</b>	<b>0.00%</b>	<b>308</b>	<b>5.18%</b>	<b>5,942</b>
<b>1990</b>										
	<b>LDGV</b>	10,541	73.68%	3,375	23.59%	0	0.00%	390	2.73%	14,306
	<b>LDGT1</b>	3,535	78.23%	835	18.48%	0	0.00%	149	3.30%	4,519
	<b>LDGT2</b>	1,551	79.54%	318	16.31%	0	0.00%	81	4.15%	1,950
	<b>OTHER</b>	0	0.00%	0	0.00%	0	0.00%	7	100.00%	7
	<b>Model Year Total:</b>	<b>15,627</b>	<b>75.19%</b>	<b>4,528</b>	<b>21.79%</b>	<b>0</b>	<b>0.00%</b>	<b>627</b>	<b>3.02%</b>	<b>20,782</b>
<b>1991</b>										

	<b>LDGV</b>	3,968	65.85%	1,817	30.15%	0	0.00%	241	4.00%	6,026
	<b>LDGT1</b>	1,446	73.85%	383	19.56%	0	0.00%	129	6.59%	1,958
	<b>LDGT2</b>	362	68.43%	145	27.41%	0	0.00%	22	4.16%	529
	<b>OTHER</b>	0	0.00%	0	0.00%	0	0.00%	16	100.00%	16
	<b>Model Year Total:</b>	<b>5,776</b>	<b>67.72%</b>	<b>2,345</b>	<b>27.49%</b>	<b>0</b>	<b>0.00%</b>	<b>408</b>	<b>4.78%</b>	<b>8,529</b>
<b>1992</b>										
	<b>LDGV</b>	16,682	76.60%	4,516	20.74%	0	0.00%	580	2.66%	21,778
	<b>LDGT1</b>	5,961	80.37%	1,203	16.22%	0	0.00%	253	3.41%	7,417
	<b>LDGT2</b>	2,688	77.69%	671	19.39%	0	0.00%	101	2.92%	3,460
	<b>OTHER</b>	0	0.00%	0	0.00%	0	0.00%	23	100.00%	23
	<b>Model Year Total:</b>	<b>25,331</b>	<b>77.52%</b>	<b>6,390</b>	<b>19.55%</b>	<b>0</b>	<b>0.00%</b>	<b>957</b>	<b>2.93%</b>	<b>32,678</b>
<b>1993</b>										
	<b>LDGV</b>	6,013	73.75%	1,866	22.89%	0	0.00%	274	3.36%	8,153
	<b>LDGT1</b>	2,081	79.67%	428	16.39%	0	0.00%	103	3.94%	2,612
	<b>LDGT2</b>	655	73.93%	190	21.44%	0	0.00%	41	4.63%	886
	<b>OTHER</b>	0	0.00%	0	0.00%	0	0.00%	16	100.00%	16
	<b>Model Year Total:</b>	<b>8,749</b>	<b>74.99%</b>	<b>2,484</b>	<b>21.29%</b>	<b>0</b>	<b>0.00%</b>	<b>434</b>	<b>3.72%</b>	<b>11,667</b>
<b>1994</b>										
	<b>LDGV</b>	23,928	84.34%	3,802	13.40%	0	0.00%	640	2.26%	28,370
	<b>LDGT1</b>	9,994	86.90%	1,241	10.79%	0	0.00%	265	2.30%	11,500
	<b>LDGT2</b>	4,966	85.96%	714	12.36%	0	0.00%	97	1.68%	5,777
	<b>OTHER</b>	0	0.00%	0	0.00%	0	0.00%	12	100.00%	12
	<b>Model Year Total:</b>	<b>38,888</b>	<b>85.17%</b>	<b>5,757</b>	<b>12.61%</b>	<b>0</b>	<b>0.00%</b>	<b>1,014</b>	<b>2.22%</b>	<b>45,659</b>
<b>1995</b>										
	<b>LDGV</b>	9,112	81.77%	1,700	15.25%	0	0.00%	332	2.98%	11,144
	<b>LDGT1</b>	2,566	82.61%	446	14.36%	0	0.00%	94	3.03%	3,106
	<b>LDGT2</b>	1,241	79.30%	278	17.76%	0	0.00%	46	2.94%	1,565
	<b>OTHER</b>	0	0.00%	0	0.00%	0	0.00%	29	100.00%	29
	<b>Model Year Total:</b>	<b>12,919</b>	<b>81.54%</b>	<b>2,424</b>	<b>15.30%</b>	<b>0</b>	<b>0.00%</b>	<b>501</b>	<b>3.16%</b>	<b>15,844</b>
<b>1996</b>										
	<b>LDGV</b>	30,198	71.83%	6,596	15.69%	4979	11.84%	270	0.64%	42,043
	<b>LDGT1</b>	11,402	71.82%	2,856	17.99%	1524	9.60%	94	0.59%	15,876
	<b>LDGT2</b>	5,150	75.03%	1,137	16.56%	520	7.58%	57	0.83%	6,864
	<b>OTHER</b>	0	0.00%	0	0.00%	0	0.00%	29	100.00%	29
	<b>Model Year Total:</b>	<b>46,750</b>	<b>72.13%</b>	<b>10,589</b>	<b>16.34%</b>	<b>7,023</b>	<b>10.84%</b>	<b>450</b>	<b>0.69%</b>	<b>64,812</b>
<b>1997</b>										

	<b>LDGV</b>	8,914	72.71%	1,853	15.12%	1360	11.09%	132	1.08%	12,259
	<b>LDGT1</b>	3,612	74.32%	725	14.92%	480	9.88%	43	0.88%	4,860
	<b>LDGT2</b>	1,085	74.32%	242	16.58%	114	7.81%	19	1.30%	1,460
	<b>OTHER</b>	0	0.00%	0	0.00%	0	0.00%	31	100.00%	31
<b>Model Year Total:</b>	<b>13,611</b>	<b>73.14%</b>	<b>2,820</b>	<b>15.15%</b>	<b>1,954</b>	<b>10.50%</b>	<b>225</b>	<b>1.21%</b>	<b>18,610</b>	
<b>1998</b>										
	<b>LDGV</b>	36,993	83.93%	4,214	9.56%	2638	5.99%	229	0.52%	44,074
	<b>LDGT1</b>	19,339	82.62%	2,482	10.60%	1477	6.31%	108	0.46%	23,406
	<b>LDGT2</b>	6,252	85.13%	700	9.53%	358	4.87%	34	0.46%	7,344
	<b>OTHER</b>	0	0.00%	3	11.54%	0	0.00%	23	88.46%	26
<b>Model Year Total:</b>	<b>62,584</b>	<b>83.61%</b>	<b>7,399</b>	<b>9.89%</b>	<b>4,473</b>	<b>5.98%</b>	<b>394</b>	<b>0.53%</b>	<b>74,850</b>	
<b>1999</b>										
	<b>LDGV</b>	9,505	82.49%	1,153	10.01%	771	6.69%	94	0.82%	11,523
	<b>LDGT1</b>	4,235	85.82%	429	8.69%	246	4.98%	25	0.51%	4,935
	<b>LDGT2</b>	1,927	85.91%	168	7.49%	118	5.26%	30	1.34%	2,243
	<b>OTHER</b>	0	0.00%	0	0.00%	0	0.00%	32	100.00%	32
<b>Model Year Total:</b>	<b>15,667</b>	<b>83.63%</b>	<b>1,750</b>	<b>9.34%</b>	<b>1,135</b>	<b>6.06%</b>	<b>181</b>	<b>0.97%</b>	<b>18,733</b>	
<b>2000</b>										
	<b>LDGV</b>	43,503	89.36%	3,347	6.88%	1588	3.26%	243	0.50%	48,681
	<b>LDGT1</b>	21,314	90.24%	1,622	6.87%	566	2.40%	116	0.49%	23,618
	<b>LDGT2</b>	7,779	91.96%	482	5.70%	167	1.97%	31	0.37%	8,459
	<b>OTHER</b>	0	0.00%	0	0.00%	0	0.00%	33	100.00%	33
<b>Model Year Total:</b>	<b>72,596</b>	<b>89.86%</b>	<b>5,451</b>	<b>6.75%</b>	<b>2,321</b>	<b>2.87%</b>	<b>423</b>	<b>0.52%</b>	<b>80,791</b>	
<b>2001</b>										
	<b>LDGV</b>	9,537	83.07%	772	6.72%	1079	9.40%	93	0.81%	11,481
	<b>LDGT1</b>	4,496	79.91%	470	8.35%	601	10.68%	59	1.05%	5,626
	<b>LDGT2</b>	1,888	83.61%	178	7.88%	163	7.22%	29	1.28%	2,258
	<b>OTHER</b>	0	0.00%	0	0.00%	0	0.00%	54	100.00%	54
<b>Model Year Total:</b>	<b>15,921</b>	<b>81.99%</b>	<b>1,420</b>	<b>7.31%</b>	<b>1,843</b>	<b>9.49%</b>	<b>235</b>	<b>1.21%</b>	<b>19,419</b>	
<b>2002</b>										
	<b>LDGV</b>	41,655	92.64%	1,495	3.32%	1563	3.48%	251	0.56%	44,964
	<b>LDGT1</b>	24,775	92.12%	1,146	4.26%	846	3.15%	127	0.47%	26,894
	<b>LDGT2</b>	9,366	90.34%	593	5.72%	352	3.40%	56	0.54%	10,367
	<b>OTHER</b>	0	0.00%	0	0.00%	0	0.00%	47	100.00%	47
<b>Model Year Total:</b>	<b>75,796</b>	<b>92.13%</b>	<b>3,234</b>	<b>3.93%</b>	<b>2,761</b>	<b>3.36%</b>	<b>481</b>	<b>0.58%</b>	<b>82,272</b>	

2003										
	LDGV	10,558	92.78%	278	2.44%	416	3.66%	128	1.12%	11,380
	LDGT1	5,371	94.46%	133	2.34%	133	2.34%	49	0.86%	5,686
	LDGT2	2,976	95.02%	64	2.04%	65	2.08%	27	0.86%	3,132
	OTHER	0	0.00%	0	0.00%	0	0.00%	42	100.00%	42
	<b>Model Year Total:</b>	<b>18,905</b>	<b>93.40%</b>	<b>475</b>	<b>2.35%</b>	<b>614</b>	<b>3.03%</b>	<b>246</b>	<b>1.22%</b>	<b>20,240</b>
2004										
	LDGV	36,706	96.27%	738	1.94%	477	1.25%	209	0.55%	38,130
	LDGT1	21,210	97.22%	312	1.43%	222	1.02%	72	0.33%	21,816
	LDGT2	11,996	96.75%	164	1.32%	189	1.52%	50	0.40%	12,399
	OTHER	0	0.00%	0	0.00%	0	0.00%	42	100.00%	42
	<b>Model Year Total:</b>	<b>69,912</b>	<b>96.58%</b>	<b>1,214</b>	<b>1.68%</b>	<b>888</b>	<b>1.23%</b>	<b>373</b>	<b>0.52%</b>	<b>72,387</b>
2005										
	LDGV	12,548	95.39%	228	1.73%	265	2.01%	114	0.87%	13,155
	LDGT1	5,160	96.23%	70	1.31%	87	1.62%	45	0.84%	5,362
	LDGT2	1,835	96.78%	17	0.90%	27	1.42%	17	0.90%	1,896
	OTHER	0	0.00%	0	0.00%	0	0.00%	35	100.00%	35
	<b>Model Year Total:</b>	<b>19,543</b>	<b>95.57%</b>	<b>315</b>	<b>1.54%</b>	<b>379</b>	<b>1.85%</b>	<b>211</b>	<b>1.03%</b>	<b>20,448</b>
2006										
	LDGV	4,581	95.88%	56	1.17%	94	1.97%	47	0.98%	4,778
	LDGT1	2,258	95.27%	26	1.10%	69	2.91%	17	0.72%	2,370
	LDGT2	763	96.95%	7	0.89%	11	1.40%	6	0.76%	787
	OTHER	0	0.00%	0	0.00%	0	0.00%	14	100.00%	14
	<b>Model Year Total:</b>	<b>7,602</b>	<b>95.63%</b>	<b>89</b>	<b>1.12%</b>	<b>174</b>	<b>2.19%</b>	<b>84</b>	<b>1.06%</b>	<b>7,949</b>
2007										
	LDGV	67	100.00%	0	0.00%	0	0.00%	0	0.00%	67
	LDGT1	15	83.33%	0	0.00%	1	5.56%	2	11.11%	18
	LDGT2	20	100.00%	0	0.00%	0	0.00%	0	0.00%	20
	OTHER	0	0.00%	0	0.00%	0	0.00%	1	100.00%	1
	<b>Model Year Total:</b>	<b>102</b>	<b>96.23%</b>	<b>0</b>	<b>0.00%</b>	<b>1</b>	<b>0.94%</b>	<b>3</b>	<b>2.83%</b>	<b>106</b>
2008										
	LDGV	3	75.00%	0	0.00%	0	0.00%	1	25.00%	4
	LDGT1	1	100.00%	0	0.00%	0	0.00%	0	0.00%	1
	<b>Model Year Total:</b>	<b>4</b>	<b>80.00%</b>	<b>0</b>	<b>0.00%</b>	<b>0</b>	<b>0.00%</b>	<b>1</b>	<b>20.00%</b>	<b>5</b>

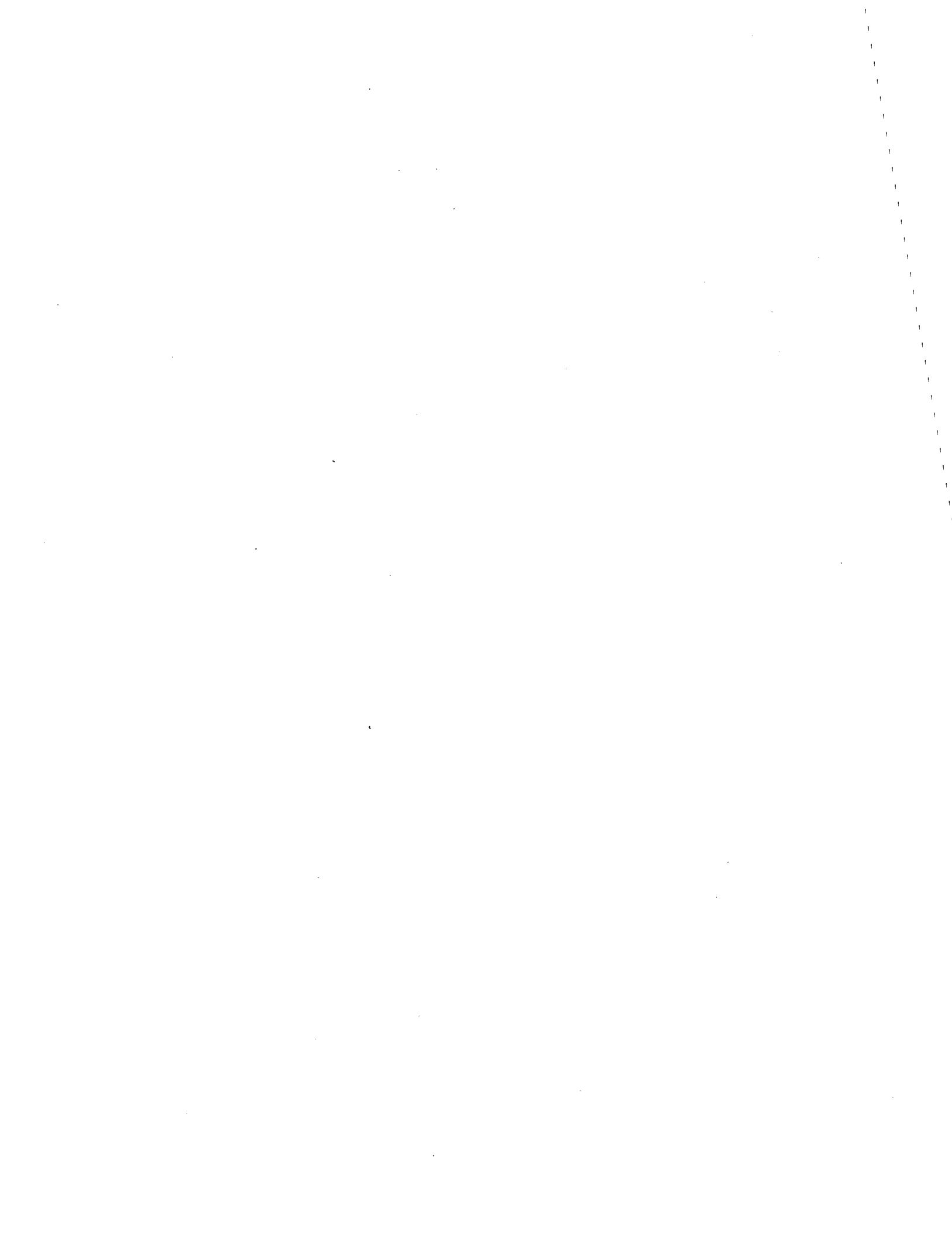
**Summary by Vehicle Type**

<b>Vehicle Type</b>	<b>Passed Tests</b>		<b>Failed Tests</b>		<b>Reject Results</b>		<b>Other Results</b>		<b>Total Tested</b>
	Count	%	Count	%	Count	%	Count	%	
<b>LDGV:</b>	330,899	82.87%	47,714	11.95%	15,230	3.81%	5,475	1.37%	399,318
<b>LDGT1:</b>	155,694	85.34%	17,978	9.85%	6,252	3.43%	2,521	1.38%	182,445
<b>LDGT2:</b>	65,371	85.95%	7,572	9.96%	2,084	2.74%	1,034	1.36%	76,061
<b>OTHER:</b>	0	0.00%	3	0.57%	0	0.00%	521	99.43%	524
<b>Overall Total:</b>	<b>551,964</b>	<b>83.84%</b>	<b>73,267</b>	<b>11.13%</b>	<b>23,566</b>	<b>3.58%</b>	<b>9,551</b>	<b>1.45%</b>	<b>658,348</b>

\* Counts in this category may include Vehicle Test Records (VTR) with the result of A = Abort, R = Reissue, V = Voids and/or W = Waivers.

Version 1.3

# **Attachment 2**



**MISSOURI****Initial and Reinsp Pass/Fail Test Results****by Model Year, Vehicle Type, and Test Type Report**

31-Jan-2007 13:50:01

From: 01-Jan-2006 To: 31-Dec-2006

Model Year: 1971 To: 2006

Vehicle Types: LDGV, LDGT1, LDGT2, OTHER

**Vehicle Type**

LDGV Light Duty Gas Vehicle

LDGT1 Light Duty Gas Truck less than 6,001 lbs

LDGT2 Light Duty Gas Truck between 6,001 and 8,500 lbs

OTHER\* May contain vehicles such as RSD's or Waivers where a type is not designated

Model Year	Vehicle Type	Test Type	Total Tests	Initial Inspections			Total	Reinspections			Reject	Waiver Issued
				Total	Pass	Fail		Pass	Fail	Reject		
1981	LDGV		184	83	47	36	0	66	18	48	0	5
				45.11%	56.63%	43.37%	0.00%	35.87%	27.27%	72.73%	0.00%	2.72%
	IM240		151	73	41	32	0	59	17	42	0	4
				48.34%	56.16%	43.84%	0.00%	39.07%	28.81%	71.19%	0.00%	2.65%
	Two Speed Idle		3	2	0	2	0	1	1	0	0	0
				66.67%	0.00%	100.00%	0.00%	33.33%	100.00%	0.00%	0.00%	0.00%
	Basic Idle		16	8	6	2	0	6	0	6	0	1
				50.00%	75.00%	25.00%	0.00%	37.50%	0.00%	100.00%	0.00%	6.25%
	N/A		14	0	0	0	0	0	0	0	0	0
				0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	LDGT1		92	48	28	20	0	26	13	13	0	0
				52.17%	58.33%	41.67%	0.00%	28.26%	50.00%	50.00%	0.00%	0.00%
	IM240		64	40	24	16	0	20	9	11	0	0
				62.50%	60.00%	40.00%	0.00%	31.25%	45.00%	55.00%	0.00%	0.00%
	Two Speed Idle		6	4	2	2	0	2	1	1	0	0
				66.67%	50.00%	50.00%	0.00%	33.33%	50.00%	50.00%	0.00%	0.00%
	Basic Idle		8	4	2	2	0	4	3	1	0	0
				50.00%	50.00%	50.00%	0.00%	50.00%	75.00%	25.00%	0.00%	0.00%
	N/A		14	0	0	0	0	0	0	0	0	0
				0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	LDGT2		21	14	7	7	0	4	3	1	0	0
				66.67%	50.00%	50.00%	0.00%	19.05%	75.00%	25.00%	0.00%	0.00%
	IM240		10	7	4	3	0	3	2	1	0	0
				70.00%	57.14%	42.86%	0.00%	30.00%	66.67%	33.33%	0.00%	0.00%
	Two Speed Idle		2	2	1	1	0	0	0	0	0	0
				100.00%	50.00%	50.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	Basic Idle		6	5	2	3	0	1	1	0	0	0

			83.33%	40.00%	60.00%	0.00%	16.67%	100.00%	0.00%	0.00%	0.00%
	N/A	3	0	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	Year Total:	297	145	82	63	0	96	34	62	0	5
			48.82%	56.55%	43.45%	0.00%	32.32%	35.42%	64.58%	0.00%	1.68%
1982											
	LDGV	1,077	548	341	207	0	396	129	267	0	23
			50.88%	62.23%	37.77%	0.00%	36.77%	32.58%	67.42%	0.00%	2.14%
	IM240	962	508	305	203	0	384	128	256	0	22
			52.81%	60.04%	39.96%	0.00%	39.92%	33.33%	66.67%	0.00%	2.29%
	Two Speed Idle	16	7	6	1	0	5	0	5	0	0
			43.75%	85.71%	14.29%	0.00%	31.25%	0.00%	100.00%	0.00%	0.00%
	Single Speed Idle	1	1	1	0	0	0	0	0	0	0
			100.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	Basic Idle	40	32	29	3	0	7	1	6	0	1
			80.00%	90.63%	9.38%	0.00%	17.50%	14.29%	85.71%	0.00%	2.50%
	N/A	58	0	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	LDGT1	474	307	234	73	0	112	44	68	0	3
			64.77%	76.22%	23.78%	0.00%	23.63%	39.29%	60.71%	0.00%	0.63%
	IM240	337	253	200	53	0	78	38	40	0	1
			75.07%	79.05%	20.95%	0.00%	23.15%	48.72%	51.28%	0.00%	0.30%
	Two Speed Idle	35	17	6	11	0	16	2	14	0	2
			48.57%	35.29%	64.71%	0.00%	45.71%	12.50%	87.50%	0.00%	5.71%
	Basic Idle	56	37	28	9	0	18	4	14	0	0
			66.07%	75.68%	24.32%	0.00%	32.14%	22.22%	77.78%	0.00%	0.00%
	N/A	46	0	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	LDGT2	160	103	77	26	0	44	19	25	0	0
			64.38%	74.76%	25.24%	0.00%	27.50%	43.18%	56.82%	0.00%	0.00%
	IM240	111	78	61	17	0	31	13	18	0	0
			70.27%	78.21%	21.79%	0.00%	27.93%	41.94%	58.06%	0.00%	0.00%
	Two Speed Idle	9	7	5	2	0	2	0	2	0	0
			77.78%	71.43%	28.57%	0.00%	22.22%	0.00%	100.00%	0.00%	0.00%
	Basic Idle	29	18	11	7	0	11	6	5	0	0
			62.07%	61.11%	38.89%	0.00%	37.93%	54.55%	45.45%	0.00%	0.00%
	N/A	11	0	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%

	Year Total:	1,711	958	652	306	0	552	192	360	0	26
			55.99%	68.06%	31.94%	0.00%	32.26%	34.78%	65.22%	0.00%	1.52%.
<b>1983</b>											
	<b>LDGV</b>	571	243	124	119	0	245	77	168	0	8
			42.56%	51.03%	48.97%	0.00%	42.91%	31.43%	68.57%	0.00%	1.40%.
	<b>IM240</b>	501	219	109	110	0	227	69	158	0	8
			43.71%	49.77%	50.23%	0.00%	45.31%	30.40%	69.60%	0.00%	1.60%.
	<b>Two Speed Idle</b>	26	10	5	5	0	14	6	8	0	0
			38.46%	50.00%	50.00%	0.00%	53.85%	42.86%	57.14%	0.00%	0.00%.
	<b>Single Speed Idle</b>	1	1	1	0	0	0	0	0	0	0
			100.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%.
	<b>Basic Idle</b>	17	13	9	4	0	4	2	2	0	0
			76.47%	69.23%	30.77%	0.00%	23.53%	50.00%	50.00%	0.00%	0.00%.
	<b>N/A</b>	26	0	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%.
	<b>LDGT1</b>	155	101	79	22	0	37	20	17	0	2
			65.16%	78.22%	21.78%	0.00%	23.87%	54.05%	45.95%	0.00%	1.29%.
	<b>IM240</b>	115	84	70	14	0	24	16	8	0	1
			73.04%	83.33%	16.67%	0.00%	20.87%	66.67%	33.33%	0.00%	0.87%.
	<b>Two Speed Idle</b>	5	3	1	2	0	2	1	1	0	0
			60.00%	33.33%	66.67%	0.00%	40.00%	50.00%	50.00%	0.00%	0.00%.
	<b>Basic Idle</b>	26	14	8	6	0	11	3	8	0	1
			53.85%	57.14%	42.86%	0.00%	42.31%	27.27%	72.73%	0.00%	3.85%.
	<b>N/A</b>	9	0	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%.
	<b>LDGT2</b>	77	47	32	15	0	23	11	12	0	1
			61.04%	68.09%	31.91%	0.00%	29.87%	47.83%	52.17%	0.00%	1.30%.
	<b>IM240</b>	51	36	27	9	0	13	5	8	0	1
			70.59%	75.00%	25.00%	0.00%	25.49%	38.46%	61.54%	0.00%	1.96%.
	<b>Two Speed Idle</b>	7	2	0	2	0	4	3	1	0	0
			28.57%	0.00%	100.00%	0.00%	57.14%	75.00%	25.00%	0.00%	0.00%.
	<b>Basic Idle</b>	15	9	5	4	0	6	3	3	0	0
			60.00%	55.56%	44.44%	0.00%	40.00%	50.00%	50.00%	0.00%	0.00%.
	<b>N/A</b>	4	0	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%.
	<b>OTHER</b>	1	0	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%.
	<b>IM240</b>	1	0	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%.

		Year Total:	804	391	235	156	0	305	108	197	0	11
				48.63%	60.10%	39.90%	0.00%	37.94%	35.41%	64.59%	0.00%	1.37%
<b>1984</b>												
<b>LDGV</b>			3,404	1,863	1,259	604	0	1,196	373	823	0	56
				54.73%	67.58%	32.42%	0.00%	35.14%	31.19%	68.81%	0.00%	1.65%
<b>IM240</b>			3,027	1,696	1,117	579	0	1,151	354	797	0	55
				56.03%	65.86%	34.14%	0.00%	38.02%	30.76%	69.24%	0.00%	1.82%
<b>Two Speed Idle</b>			55	38	27	11	0	13	8	5	0	0
				69.09%	71.05%	28.95%	0.00%	23.64%	61.54%	38.46%	0.00%	0.00%
<b>Single Speed Idle</b>			2	2	2	0	0	0	0	0	0	0
				100.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
<b>Basic Idle</b>			162	127	113	14	0	32	11	21	0	1
				78.40%	88.98%	11.02%	0.00%	19.75%	34.38%	65.63%	0.00%	0.62%
<b>N/A</b>			158	0	0	0	0	0	0	0	0	0
				0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
<b>LDGT1</b>			1,191	683	456	227	0	368	152	216	0	11
				57.35%	66.76%	33.24%	0.00%	30.90%	41.30%	58.70%	0.00%	0.92%
<b>IM240</b>			926	564	373	191	0	324	135	189	0	9
				60.91%	66.13%	33.87%	0.00%	34.99%	41.67%	58.33%	0.00%	0.97%
<b>Two Speed Idle</b>			44	25	15	10	0	16	5	11	0	0
				56.82%	60.00%	40.00%	0.00%	36.36%	31.25%	68.75%	0.00%	0.00%
<b>Basic Idle</b>			125	94	68	26	0	28	12	16	0	2
				75.20%	72.34%	27.66%	0.00%	22.40%	42.86%	57.14%	0.00%	1.60%
<b>N/A</b>			96	0	0	0	0	0	0	0	0	0
				0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
<b>LDGT2</b>			627	343	207	136	0	218	85	133	0	7
				54.70%	60.35%	39.65%	0.00%	34.77%	38.99%	61.01%	0.00%	1.12%
<b>IM240</b>			459	270	168	102	0	170	66	104	0	5
				58.82%	62.22%	37.78%	0.00%	37.04%	38.82%	61.18%	0.00%	1.09%
<b>Two Speed Idle</b>			51	24	11	13	0	25	6	19	0	1
				47.06%	45.83%	54.17%	0.00%	49.02%	24.00%	76.00%	0.00%	1.96%
<b>Basic Idle</b>			74	49	28	21	0	23	13	10	0	1
				66.22%	57.14%	42.86%	0.00%	31.08%	56.52%	43.48%	0.00%	1.35%
<b>N/A</b>			43	0	0	0	0	0	0	0	0	0
				0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
<b>OTHER</b>			11	0	0	0	0	0	0	0	0	0
				0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
<b>IM240</b>			7	0	0	0	0	0	0	0	0	0



	<b>OTHER</b>	4	0	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	<b>IM240</b>	4	0	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	<b>Year Total:</b>	<b>2,529</b>	<b>1,162</b>	<b>719</b>	<b>443</b>	<b>0</b>	<b>968</b>	<b>291</b>	<b>677</b>	<b>0</b>	<b>28</b>
<b>1986</b>			<b>45.95%</b>	<b>61.88%</b>	<b>38.12%</b>	<b>0.00%</b>	<b>38.28%</b>	<b>30.06%</b>	<b>69.94%</b>	<b>0.00%</b>	<b>1.11%</b>
	<b>LDGV</b>	5,553	3,535	2,628	907	0	1,592	582	1,010	0	61
			63.66%	74.34%	25.66%	0.00%	28.67%	36.56%	63.44%	0.00%	1.10%
	<b>IM240</b>	5,028	3,255	2,380	875	0	1,554	565	989	0	59
			64.74%	73.12%	26.88%	0.00%	30.91%	36.36%	63.64%	0.00%	1.17%
	<b>Two Speed Idle</b>	73	58	49	9	0	11	6	5	0	0
			79.45%	84.48%	15.52%	0.00%	15.07%	54.55%	45.45%	0.00%	0.00%
	<b>Basic Idle</b>	252	222	199	23	0	27	11	16	0	2
			88.10%	89.64%	10.36%	0.00%	10.71%	40.74%	59.26%	0.00%	0.79%
	<b>N/A</b>	200	0	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	<b>LDGT1</b>	2,383	1,484	1,131	353	0	645	248	397	0	13
			62.27%	76.21%	23.79%	0.00%	27.07%	38.45%	61.55%	0.00%	0.55%
	<b>IM240</b>	1,855	1,258	963	295	0	534	207	327	0	10
			67.82%	76.55%	23.45%	0.00%	28.79%	38.76%	61.24%	0.00%	0.54%
	<b>Two Speed Idle</b>	87	39	20	19	0	45	11	34	0	1
			44.83%	51.28%	48.72%	0.00%	51.72%	24.44%	75.56%	0.00%	1.15%
	<b>Basic Idle</b>	256	187	148	39	0	66	30	36	0	2
			73.05%	79.14%	20.86%	0.00%	25.78%	45.45%	54.55%	0.00%	0.78%
	<b>N/A</b>	185	0	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	<b>LDGT2</b>	1,178	703	501	202	0	375	153	222	0	10
			59.68%	71.27%	28.73%	0.00%	31.83%	40.80%	59.20%	0.00%	0.85%
	<b>IM240</b>	934	572	407	165	0	332	129	203	0	10
			61.24%	71.15%	28.85%	0.00%	35.55%	38.86%	61.14%	0.00%	1.07%
	<b>Two Speed Idle</b>	33	26	16	10	0	7	4	3	0	0
			78.79%	61.54%	38.46%	0.00%	21.21%	57.14%	42.86%	0.00%	0.00%
	<b>Basic Idle</b>	141	105	78	27	0	36	20	16	0	0
			74.47%	74.29%	25.71%	0.00%	25.53%	55.56%	44.44%	0.00%	0.00%
	<b>N/A</b>	70	0	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	<b>OTHER</b>	6	0	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%





	<b>IM240</b>	9	0	0	0	0	0	0	0	0	0	1
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	11.11%
	<b>N/A</b>	5	0	0	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	<b>Year Total:</b>	<b>14,724</b>	<b>10,475</b>	<b>8,491</b>	<b>1,984</b>	<b>0</b>	<b>3,220</b>	<b>1,457</b>	<b>1,763</b>	<b>0</b>	<b>94</b>	
<b>1989</b>			<b>71.14%</b>	<b>81.06%</b>	<b>18.94%</b>	<b>0.00%</b>	<b>21.87%</b>	<b>45.25%</b>	<b>54.75%</b>	<b>0.00%</b>	<b>0.64%</b>	
	<b>LDGV</b>	4,311	2,655	2,004	651	0	1,214	471	743	0	23	
			61.59%	75.48%	24.52%	0.00%	28.16%	38.80%	61.20%	0.00%	0.53%	
	<b>IM240</b>	3,865	2,447	1,829	618	0	1,170	448	722	0	22	
			63.31%	74.74%	25.26%	0.00%	30.27%	38.29%	61.71%	0.00%	0.57%	
	<b>Two Speed Idle</b>	34	24	19	5	0	8	5	3	0	0	0
			70.59%	79.17%	20.83%	0.00%	23.53%	62.50%	37.50%	0.00%	0.00%	0.00%
	<b>Basic Idle</b>	224	184	156	28	0	36	18	18	0	1	
			82.14%	84.78%	15.22%	0.00%	16.07%	50.00%	50.00%	0.00%	0.00%	0.45%
	<b>N/A</b>	188	0	0	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	<b>LDGT1</b>	1,407	906	708	198	0	351	167	184	0	5	
			64.39%	78.15%	21.85%	0.00%	24.95%	47.58%	52.42%	0.00%	0.36%	
	<b>IM240</b>	1,135	764	592	172	0	309	150	159	0	3	
			67.31%	77.49%	22.51%	0.00%	27.22%	48.54%	51.46%	0.00%	0.26%	
	<b>Two Speed Idle</b>	50	31	21	10	0	12	7	5	0	0	0
			62.00%	67.74%	32.26%	0.00%	24.00%	58.33%	41.67%	0.00%	0.00%	0.00%
	<b>Basic Idle</b>	143	111	95	16	0	30	10	20	0	2	
			77.62%	85.59%	14.41%	0.00%	20.98%	33.33%	66.67%	0.00%	1.40%	
	<b>N/A</b>	79	0	0	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	<b>LDGT2</b>	567	368	291	77	0	140	69	71	0	3	
			64.90%	79.08%	20.92%	0.00%	24.69%	49.29%	50.71%	0.00%	0.53%	
	<b>IM240</b>	457	313	246	67	0	125	63	62	0	2	
			68.49%	78.59%	21.41%	0.00%	27.35%	50.40%	49.60%	0.00%	0.44%	
	<b>Two Speed Idle</b>	20	13	10	3	0	6	1	5	0	0	0
			65.00%	76.92%	23.08%	0.00%	30.00%	16.67%	83.33%	0.00%	0.00%	0.00%
	<b>Basic Idle</b>	53	42	35	7	0	9	5	4	0	1	
			79.25%	83.33%	16.67%	0.00%	16.98%	55.56%	44.44%	0.00%	1.89%	
	<b>N/A</b>	37	0	0	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	<b>OTHER</b>	2	0	0	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%

			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	IM240	2	0	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	Year Total:	6,287	3,929	3,003	926	0	1,705	707	998	0	31
1990			62.49%	76.43%	23.57%	0.00%	27.12%	41.47%	58.53%	0.00%	0.49%
	LDGV	14,709	11,009	9,176	1,833	0	2,907	1,365	1,542	0	60
			74.85%	83.35%	16.65%	0.00%	19.76%	46.96%	53.04%	0.00%	0.41%
	IM240	13,565	10,315	8,533	1,782	0	2,844	1,327	1,517	0	59
			76.04%	82.72%	17.28%	0.00%	20.97%	46.66%	53.34%	0.00%	0.43%
	Two Speed Idle	95	72	55	17	0	22	13	9	0	0
			75.79%	76.39%	23.61%	0.00%	23.16%	59.09%	40.91%	0.00%	0.00%
	Single Speed Idle	1	1	1	0	0	0	0	0	0	0
			100.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	Basic Idle	664	621	587	34	0	41	25	16	0	1
			93.52%	94.52%	5.48%	0.00%	6.17%	60.98%	39.02%	0.00%	0.15%
	N/A	384	0	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	LDGT1	4,601	3,644	3,134	510	0	726	401	325	0	16
			79.20%	86.00%	14.00%	0.00%	15.78%	55.23%	44.77%	0.00%	0.35%
	IM240	3,899	3,160	2,701	459	0	660	361	299	0	15
			81.05%	85.47%	14.53%	0.00%	16.93%	54.70%	45.30%	0.00%	0.38%
	Two Speed Idle	70	59	52	7	0	9	5	4	0	0
			84.29%	88.14%	11.86%	0.00%	12.86%	55.56%	44.44%	0.00%	0.00%
	Basic Idle	484	425	381	44	0	57	35	22	0	1
			87.81%	89.65%	10.35%	0.00%	11.78%	61.40%	38.60%	0.00%	0.21%
	N/A	148	0	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	LDGT2	1,977	1,588	1,397	191	0	281	154	127	0	7
			80.32%	87.97%	12.03%	0.00%	14.21%	54.80%	45.20%	0.00%	0.35%
	IM240	1,619	1,351	1,190	161	0	245	135	110	0	5
			83.45%	88.08%	11.92%	0.00%	15.13%	55.10%	44.90%	0.00%	0.31%
	Two Speed Idle	58	41	31	10	0	16	6	10	0	0
			70.69%	75.61%	24.39%	0.00%	27.59%	37.50%	62.50%	0.00%	0.00%
	Basic Idle	219	196	176	20	0	20	13	7	0	2
			89.50%	89.80%	10.20%	0.00%	9.13%	65.00%	35.00%	0.00%	0.91%
	N/A	81	0	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	OTHER	19	0	0	0	0	0	0	0	0	0

		2000									
		January					February				
		1	2	3	4	5	1	2	3	4	5
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	<b>IM240</b>	6	0	0	0	0	0	0	0	0	0
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	<b>Two Speed Idle</b>	1	0	0	0	0	0	0	0	0	0
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	<b>N/A</b>	12	0	0	0	0	0	0	0	0	0
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	<b>Year Total:</b>	<b>21,306</b>	<b>16,241</b>	<b>13,707</b>	<b>2,534</b>	<b>0</b>	<b>3,914</b>	<b>1,920</b>	<b>1,994</b>	<b>0</b>	<b>83</b>
		<b>76.23%</b>	<b>84.40%</b>	<b>15.60%</b>	<b>0.00%</b>	<b>18.37%</b>	<b>49.05%</b>	<b>50.95%</b>	<b>0.00%</b>	<b>0.39%</b>	
<b>1991</b>											
	<b>LDGV</b>	6,376	4,183	3,317	866	0	1,602	651	951	0	43
		65.61%	79.30%	20.70%	0.00%	25.13%	40.64%	59.36%	0.00%	0.67%	
	<b>IM240</b>	5,785	3,881	3,045	836	0	1,553	621	932	0	38
		67.09%	78.46%	21.54%	0.00%	26.85%	39.99%	60.01%	0.00%	0.66%	
	<b>Two Speed Idle</b>	56	34	28	6	0	18	10	8	0	1
		60.71%	82.35%	17.65%	0.00%	32.14%	55.56%	44.44%	0.00%	1.79%	
	<b>Basic Idle</b>	305	268	244	24	0	31	20	11	0	4
		87.87%	91.04%	8.96%	0.00%	10.16%	64.52%	35.48%	0.00%	1.31%	
	<b>N/A</b>	230	0	0	0	0	0	0	0	0	0
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	<b>LDGT1</b>	2,028	1,466	1,248	218	0	363	198	165	0	8
		72.29%	85.13%	14.87%	0.00%	17.90%	54.55%	45.45%	0.00%	0.39%	
	<b>IM240</b>	1,673	1,290	1,102	188	0	315	174	141	0	6
		77.11%	85.43%	14.57%	0.00%	18.83%	55.24%	44.76%	0.00%	0.36%	
	<b>Two Speed Idle</b>	79	44	32	12	0	28	10	18	0	2
		55.70%	72.73%	27.27%	0.00%	35.44%	35.71%	64.29%	0.00%	2.53%	
	<b>Basic Idle</b>	152	132	114	18	0	20	14	6	0	0
		86.84%	86.36%	13.64%	0.00%	13.16%	70.00%	30.00%	0.00%	0.00%	
	<b>N/A</b>	124	0	0	0	0	0	0	0	0	0
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	<b>LDGT2</b>	545	381	309	72	0	126	53	73	0	1
		69.91%	81.10%	18.90%	0.00%	23.12%	42.06%	57.94%	0.00%	0.18%	
	<b>IM240</b>	471	340	278	62	0	115	45	70	0	1
		72.19%	81.76%	18.24%	0.00%	24.42%	39.13%	60.87%	0.00%	0.21%	
	<b>Two Speed Idle</b>	11	10	7	3	0	1	1	0	0	0
		90.91%	70.00%	30.00%	0.00%	9.09%	100.00%	0.00%	0.00%	0.00%	
	<b>Basic Idle</b>	41	31	24	7	0	10	7	3	0	0
		75.61%	77.42%	22.58%	0.00%	24.39%	70.00%	30.00%	0.00%	0.00%	
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	N/A	22	0	0	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	OTHER	18	0	0	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	IM240	16	0	0	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	N/A	2	0	0	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	Year Total:	8,967	6,030	4,874	1,156	0	2,091	902	1,189	0	52	
1992			67.25%	80.83%	19.17%	0.00%	23.32%	43.14%	56.86%	0.00%	0.58%	
	LDGV	22,280	17,349	14,802	2,547	0	3,849	1,880	1,969	0	87	
			77.87%	85.32%	14.68%	0.00%	17.28%	48.84%	51.16%	0.00%	0.39%	
	IM240	20,471	16,236	13,779	2,457	0	3,727	1,805	1,922	0	85	
			79.31%	84.87%	15.13%	0.00%	18.21%	48.43%	51.57%	0.00%	0.42%	
	Two Speed Idle	203	159	142	17	0	40	22	18	0	0	0
			78.33%	89.31%	10.69%	0.00%	19.70%	55.00%	45.00%	0.00%	0.00%	
	Basic Idle	1,041	954	881	73	0	82	53	29	0	2	
			91.64%	92.35%	7.65%	0.00%	7.88%	64.63%	35.37%	0.00%	0.19%	
	N/A	565	0	0	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	LDGT1	7,532	6,115	5,395	720	0	1,049	566	483	0	13	
			81.19%	88.23%	11.77%	0.00%	13.93%	53.96%	46.04%	0.00%	0.17%	
	IM240	6,472	5,392	4,739	653	0	967	505	462	0	12	
			83.31%	87.89%	12.11%	0.00%	14.94%	52.22%	47.78%	0.00%	0.19%	
	Two Speed Idle	126	98	83	15	0	23	17	6	0	1	
			77.78%	84.69%	15.31%	0.00%	18.25%	73.91%	26.09%	0.00%	0.79%	
	Basic Idle	687	625	573	52	0	59	44	15	0	0	
			90.98%	91.68%	8.32%	0.00%	8.59%	74.58%	25.42%	0.00%	0.00%	
	N/A	247	0	0	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	LDGT2	3,509	2,755	2,387	368	0	604	301	303	0	16	
			78.51%	86.64%	13.36%	0.00%	17.21%	49.83%	50.17%	0.00%	0.46%	
	IM240	2,979	2,371	2,040	331	0	559	268	291	0	15	
			79.59%	86.04%	13.96%	0.00%	18.76%	47.94%	52.06%	0.00%	0.50%	
	Two Speed Idle	73	53	38	15	0	18	9	9	0	1	
			72.60%	71.70%	28.30%	0.00%	24.66%	50.00%	50.00%	0.00%	1.37%	
	Basic Idle	358	331	309	22	0	27	24	3	0	0	0
			92.46%	93.35%	6.65%	0.00%	7.54%	88.89%	11.11%	0.00%	0.00%	

			12.70%	33.00%	3.00%	3.00%	1.00%	33.00%	1.00%	3.00%	3.00%
	N/A		99	0	0	0	0	0	0	0	0
				0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	OTHER		42	0	0	0	0	0	0	0	0
				0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	IM240		23	0	0	0	0	0	0	0	0
				0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	N/A		19	0	0	0	0	0	0	0	0
				0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	Year Total:		33,363	26,219	22,584	3,635	0	5,502	2,747	2,755	0
				78.59%	86.14%	13.86%	0.00%	16.49%	49.93%	50.07%	0.00%
1993											116
	LDGV		8,499	6,203	5,221	982	0	1,676	792	884	0
				72.99%	84.17%	15.83%	0.00%	19.72%	47.26%	52.74%	0.00%
	IM240		7,722	5,750	4,802	948	0	1,619	751	868	0
				74.46%	83.51%	16.49%	0.00%	20.97%	46.39%	53.61%	0.00%
	Two Speed Idle		95	71	66	5	0	21	12	9	0
				74.74%	92.96%	7.04%	0.00%	22.11%	57.14%	42.86%	0.00%
	Basic Idle		420	382	353	29	0	36	29	7	0
				90.95%	92.41%	7.59%	0.00%	8.57%	80.56%	19.44%	0.00%
	N/A		262	0	0	0	0	0	0	0	0
				0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	LDGT1		2,685	2,105	1,880	225	0	404	201	203	0
				78.40%	89.31%	10.69%	0.00%	15.05%	49.75%	50.25%	0.00%
	IM240		2,339	1,885	1,674	211	0	379	183	196	0
				80.59%	88.81%	11.19%	0.00%	16.20%	48.28%	51.72%	0.00%
	Two Speed Idle		32	27	25	2	0	5	4	1	0
				84.38%	92.59%	7.41%	0.00%	15.63%	80.00%	20.00%	0.00%
	Basic Idle		214	193	181	12	0	20	14	6	0
				90.19%	93.78%	6.22%	0.00%	9.35%	70.00%	30.00%	0.00%
	N/A		100	0	0	0	0	0	0	0	0
				0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	LDGT2		913	657	562	95	0	188	93	95	0
				71.96%	85.54%	14.46%	0.00%	20.59%	49.47%	50.53%	0.00%
	IM240		770	570	486	84	0	173	84	89	0
				74.03%	85.26%	14.74%	0.00%	22.47%	48.55%	51.45%	0.00%
	Two Speed Idle		15	13	9	4	0	1	1	0	0
				86.67%	69.23%	30.77%	0.00%	6.67%	100.00%	0.00%	0.00%
	Basic Idle		88	74	67	7	0	14	8	6	0

		2013									
		1	2	3	4	5	6	7	8	9	10
N/A		40	84.09%	90.54%	9.46%	0.00%	15.91%	57.14%	42.86%	0.00%	0.00%
OTHER		21	0	0	0	0	0	0	0	0	0
IM240		16	0	0	0	0	0	0	0	0	1
Two Speed Idle		1	0	0	0	0	0	0	0	0	0
N/A		4	0	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Year Total:		12,118	8,965	7,663	1,302	0	2,268	1,086	1,182	0	47
			73.98%	85.48%	14.52%	0.00%	18.72%	47.88%	52.12%	0.00%	0.39%
1994	LDGV	28,812	24,491	22,237	2,254	0	3,239	1,691	1,548	0	73
			85.00%	90.80%	9.20%	0.00%	11.24%	52.21%	47.79%	0.00%	0.25%
	IM240	26,417	22,848	20,696	2,152	0	3,133	1,611	1,522	0	70
			86.49%	90.58%	9.42%	0.00%	11.86%	51.42%	48.58%	0.00%	0.26%
	Two Speed Idle	364	323	288	35	0	34	25	9	0	1
			88.74%	89.16%	10.84%	0.00%	9.34%	73.53%	26.47%	0.00%	0.27%
	Basic Idle	1,399	1,320	1,253	67	0	72	55	17	0	2
			94.35%	94.92%	5.08%	0.00%	5.15%	76.39%	23.61%	0.00%	0.14%
	N/A	632	0	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
LDGT1		11,621	10,144	9,301	843	0	1,091	693	398	0	23
			87.29%	91.69%	8.31%	0.00%	9.39%	63.52%	36.48%	0.00%	0.20%
IM240		10,261	9,136	8,348	788	0	1,010	646	364	0	26
			89.04%	91.37%	8.63%	0.00%	9.84%	63.96%	36.04%	0.00%	0.19%
Two Speed Idle		136	113	104	9	0	21	10	11	0	0
			83.09%	92.04%	7.96%	0.00%	15.44%	47.62%	52.38%	0.00%	0.00%
Basic Idle		963	895	849	46	0	60	37	23	0	3
			92.94%	94.86%	5.14%	0.00%	6.23%	61.67%	38.33%	0.00%	0.31%
N/A		261	0	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
LDGT2		5,822	5,035	4,587	448	0	645	379	266	0	9
			86.48%	91.10%	8.90%	0.00%	11.08%	58.76%	41.24%	0.00%	0.15%
IM240		4,940	4,329	3,936	393	0	566	332	234	0	8
			87.63%	90.92%	9.08%	0.00%	11.46%	58.66%	41.34%	0.00%	0.16%

		72	59	52	7	0	13	4	9	0	0
<b>Two Speed Idle</b>		81.94%	88.14%	11.86%	0.00%	18.06%	30.77%	69.23%	0.00%	0.00%	0.00%
<b>Basic Idle</b>		714	647	599	48	0	66	43	23	0	1
N/A		90.62%	92.58%	7.42%	0.00%	9.24%	65.15%	34.85%	0.00%	0.00%	0.14%
<b>OTHER</b>		96	0	0	0	0	0	0	0	0	0
<b>IM240</b>		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
<b>Basic Idle</b>		67	0	0	0	0	0	0	0	0	0
<b>N/A</b>		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
<b>Year Total:</b>		<b>46,322</b>	<b>39,670</b>	<b>36,125</b>	<b>3,545</b>	<b>0</b>	<b>4,975</b>	<b>2,763</b>	<b>2,212</b>	<b>0</b>	<b>105</b>
		<b>85.64%</b>	<b>91.06%</b>	<b>8.94%</b>	<b>0.00%</b>	<b>10.74%</b>	<b>55.54%</b>	<b>44.46%</b>	<b>0.00%</b>	<b>0.23%</b>	<b>0.00%</b>
<b>1995</b>											
<b>LDGV</b>		11,431	9,317	8,356	961	0	1,495	756	739	0	26
<b>IM240</b>		81.51%	89.69%	10.31%	0.00%	13.08%	50.57%	49.43%	0.00%	0.23%	0.23%
<b>Two Speed Idle</b>		10,462	8,745	7,830	915	0	1,427	715	712	0	23
<b>Basic Idle</b>		83.59%	89.54%	10.46%	0.00%	13.64%	50.11%	49.89%	0.00%	0.22%	0.22%
<b>N/A</b>		122	95	86	9	0	23	13	10	0	0
<b>Year Total:</b>		<b>532</b>	<b>477</b>	<b>440</b>	<b>37</b>	<b>0</b>	<b>45</b>	<b>28</b>	<b>17</b>	<b>0</b>	<b>3</b>
		<b>89.66%</b>	<b>92.24%</b>	<b>7.76%</b>	<b>0.00%</b>	<b>8.46%</b>	<b>62.22%</b>	<b>37.78%</b>	<b>0.00%</b>	<b>0.56%</b>	<b>0.00%</b>
<b>LDGT1</b>		315	0	0	0	0	0	0	0	0	0
<b>IM240</b>		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
<b>Two Speed Idle</b>		3,207	2,575	2,318	257	0	437	248	189	0	8
<b>Basic Idle</b>		80.29%	90.02%	9.98%	0.00%	13.63%	56.75%	43.25%	0.00%	0.25%	0.25%
<b>N/A</b>		2,871	2,348	2,105	243	0	414	234	180	0	8
<b>Year Total:</b>		<b>223</b>	<b>204</b>	<b>193</b>	<b>11</b>	<b>0</b>	<b>19</b>	<b>11</b>	<b>8</b>	<b>0</b>	<b>0</b>
		<b>81.78%</b>	<b>89.65%</b>	<b>10.35%</b>	<b>0.00%</b>	<b>14.42%</b>	<b>56.52%</b>	<b>43.48%</b>	<b>0.00%</b>	<b>0.28%</b>	<b>0.28%</b>
<b>LDGT2</b>		29	23	20	3	0	4	3	1	0	0
<b>IM240</b>		79.31%	86.96%	13.04%	0.00%	13.79%	75.00%	25.00%	0.00%	0.00%	0.00%
<b>Basic Idle</b>		84	0	0	0	0	0	0	0	0	0
<b>N/A</b>		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
<b>Year Total:</b>		<b>1,601</b>	<b>1,266</b>	<b>1,113</b>	<b>153</b>	<b>0</b>	<b>253</b>	<b>128</b>	<b>125</b>	<b>0</b>	<b>4</b>
		<b>79.08%</b>	<b>87.01%</b>	<b>12.00%</b>	<b>0.00%</b>	<b>15.80%</b>	<b>50.50%</b>	<b>40.11%</b>	<b>0.00%</b>	<b>0.25%</b>	<b>0.25%</b>

		10.00%	07.91%	12.00%	0.00%	10.00%	00.00%	40.41%	0.00%	0.20%
	<b>IM240</b>	1,384	1,123	986	137	0	225	112	113	0
			81.14%	87.80%	12.20%	0.00%	16.26%	49.78%	50.22%	0.00%
	<b>Two Speed Idle</b>	32	23	19	4	0	9	4	5	0
			71.88%	82.61%	17.39%	0.00%	28.13%	44.44%	55.56%	0.00%
	<b>Basic Idle</b>	141	120	108	12	0	19	12	7	0
			85.11%	90.00%	10.00%	0.00%	13.48%	63.16%	36.84%	0.00%
	<b>N/A</b>	44	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	<b>OTHER</b>	35	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	<b>IM240</b>	29	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	<b>N/A</b>	6	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	<b>Year Total:</b>	<b>16,274</b>	<b>13,158</b>	<b>11,787</b>	<b>1,371</b>	<b>0</b>	<b>2,185</b>	<b>1,132</b>	<b>1,053</b>	<b>0</b>
			80.85%	89.58%	10.42%	0.00%	13.43%	51.81%	48.19%	0.00%
<b>1996</b>										38
	<b>LDGV</b>	43,044	31,901	25,355	5,065	1,481	9,872	4,843	1,531	3,498
			74.11%	79.48%	15.88%	4.64%	22.93%	49.06%	15.51%	35.43%
	<b>OBD II</b>	40,892	30,137	23,642	5,014	1481	9,778	4,763	1,517	3498
			73.70%	78.45%	16.64%	4.91%	23.91%	48.71%	15.51%	35.77%
	<b>IM240</b>	127	52	47	5	0	42	33	9	0
			40.94%	90.38%	9.62%	0.00%	33.07%	78.57%	21.43%	0.00%
	<b>Two Speed Idle</b>	4	2	2	0	0	1	1	0	0
			50.00%	100.00%	0.00%	0.00%	25.00%	100.00%	0.00%	0.00%
	<b>Basic Idle</b>	1,765	1,710	1,664	46	0	51	46	5	0
			96.88%	97.31%	2.69%	0.00%	2.89%	90.20%	9.80%	0.00%
	<b>N/A</b>	256	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	<b>LDGT1</b>	16,161	11,965	9,305	2,198	462	3,817	2,097	658	1,062
			74.04%	77.77%	18.37%	3.86%	23.62%	54.94%	17.24%	27.82%
	<b>OBD II</b>	15,115	11,055	8,429	2,164	462	3,780	2,062	656	1062
			73.14%	76.25%	19.57%	4.18%	25.01%	54.55%	17.35%	28.10%
	<b>IM240</b>	12	1	1	0	0	1	1	0	0
			8.33%	100.00%	0.00%	0.00%	8.33%	100.00%	0.00%	0.00%
	<b>Two Speed Idle</b>	1	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	<b>Basic Idle</b>	950	909	875	34	0	36	34	2	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1

			95.68%	96.26%	3.74%	0.00%	3.79%	94.44%	5.56%	0.00%	0.11%
	N/A	83	0	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	LDGT2	7,011	5,358	4,347	900	111	1,449	803	237	409	31
			76.42%	81.13%	16.80%	2.07%	20.67%	55.42%	16.36%	28.23%	0.44%
	OBD II	6,306	4,734	3,739	884	111	1,429	785	235	409	31
			75.07%	78.98%	18.67%	2.34%	22.66%	54.93%	16.45%	28.62%	0.49%
	IM240	6	0	0	0	0	1	1	0	0	0
			0.00%	0.00%	0.00%	0.00%	16.67%	100.00%	0.00%	0.00%	0.00%
	Basic Idle	645	624	608	16	0	19	17	2	0	0
			96.74%	97.44%	2.56%	0.00%	2.95%	89.47%	10.53%	0.00%	0.00%
	N/A	54	0	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	OTHER	105	0	0	0	0	0	0	0	0	2
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.90%
	OBD II	30	0	0	0	0	0	0	0	0	2
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	6.67%
	Basic Idle	1	0	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	N/A	74	0	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	Year Total:	66,321	49,224	39,007	8,163	2,054	15,138	7,743	2,426	4,969	297
1997			74.22%	79.24%	16.58%	4.17%	22.83%	51.15%	16.03%	32.82%	0.45%
	LDGV	12,745	9,188	7,387	1,349	452	2,939	1,527	504	908	46
			72.09%	80.40%	14.68%	4.92%	23.06%	51.96%	17.15%	30.89%	0.36%
	OBD II	12,039	8,667	6,885	1,330	452	2,888	1,481	499	908	46
			71.99%	79.44%	15.35%	5.22%	23.99%	51.28%	17.28%	31.44%	0.38%
	IM240	62	13	12	1	0	32	29	3	0	0
			20.97%	92.31%	7.69%	0.00%	51.61%	90.63%	9.38%	0.00%	0.00%
	Basic Idle	532	508	490	18	0	19	17	2	0	0
			95.49%	96.46%	3.54%	0.00%	3.57%	89.47%	10.53%	0.00%	0.00%
	N/A	112	0	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	LDGT1	5,028	3,692	2,963	553	176	1,125	649	172	304	14
			73.43%	80.25%	14.98%	4.77%	22.37%	57.69%	15.29%	27.02%	0.28%
	OBD II	4,719	3,433	2,707	550	176	1,117	643	170	304	14
			72.75%	78.85%	16.02%	5.13%	23.67%	57.56%	15.22%	27.22%	0.30%

	<b>IM240</b>	5	0	0	0	0	1	1	0	0	0
			0.00%	0.00%	0.00%	0.00%	20.00%	100.00%	0.00%	0.00%	0.00%
	<b>Basic Idle</b>	269	259	256	3	0	7	5	2	0	0
			96.28%	98.84%	1.16%	0.00%	2.60%	71.43%	28.57%	0.00%	0.00%
	<b>N/A</b>	35	0	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	<b>LDGT2</b>	1,506	1,111	905	171	35	330	180	71	79	6
			73.77%	81.46%	15.39%	3.15%	21.91%	54.55%	21.52%	23.94%	0.40%
	<b>OBD II</b>	1,369	1,000	800	165	35	322	172	71	79	6
			73.05%	80.00%	16.50%	3.50%	23.52%	53.42%	22.05%	24.53%	0.44%
	<b>IM240</b>	1	0	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	<b>Basic Idle</b>	120	111	105	6	0	8	8	0	0	0
			92.50%	94.59%	5.41%	0.00%	6.67%	100.00%	0.00%	0.00%	0.00%
	<b>N/A</b>	16	0	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	<b>OTHER</b>	44	0	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	<b>OBD II</b>	31	0	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	<b>N/A</b>	13	0	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	<b>Year Total:</b>	<b>19,323</b>	<b>13,991</b>	<b>11,255</b>	<b>2,073</b>	<b>663</b>	<b>4,394</b>	<b>2,356</b>	<b>747</b>	<b>1,291</b>	<b>66</b>
			72.41%	80.44%	14.82%	4.74%	22.74%	53.62%	17.00%	29.38%	0.34%
<b>1998</b>											
	<b>LDGV</b>	44,669	37,792	33,325	3,478	989	6,053	3,668	736	1,649	81
			84.60%	88.18%	9.20%	2.62%	13.55%	60.60%	12.16%	27.24%	0.18%
	<b>OBD II</b>	42,147	35,755	31,332	3,434	989	5,801	3,426	726	1649	80
			84.83%	87.63%	9.60%	2.77%	13.76%	59.06%	12.52%	28.43%	0.19%
	<b>IM240</b>	284	72	72	0	0	198	192	6	0	0
			25.35%	100.00%	0.00%	0.00%	69.72%	96.97%	3.03%	0.00%	0.00%
	<b>Two Speed Idle</b>	7	2	2	0	0	5	5	0	0	0
			28.57%	100.00%	0.00%	0.00%	71.43%	100.00%	0.00%	0.00%	0.00%
	<b>Basic Idle</b>	2,017	1,963	1,919	44	0	49	45	4	0	1
			97.32%	97.76%	2.24%	0.00%	2.43%	91.84%	8.16%	0.00%	0.05%
	<b>N/A</b>	214	0	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	<b>LDGT1</b>	23,746	19,821	17,286	2,033	502	3,477	2,053	449	975	69
			92.17%	97.21%	10.26%	2.52%	11.64%	50.05%	12.01%	22.01%	0.20%

		00.41%	01.21%	10.20%	2.00%	14.04%	55.00%	12.91%	20.04%	0.29	
<b>OBD II</b>	22,131	18,359	15,860	1,997	502	3,437	2,018	444	975	60	
		82.96%	86.39%	10.88%	2.73%	15.53%	58.71%	12.92%	28.37%	0.31%	
<b>IM240</b>	9	0	0	0	0	0	0	0	0	0	
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
<b>Single Speed Idle</b>	1	1	1	0	0	0	0	0	0	0	
		100.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
<b>Basic Idle</b>	1,505	1,461	1,425	36	0	40	35	5	0	1	
		97.08%	97.54%	2.46%	0.00%	2.66%	87.50%	12.50%	0.00%	0.07%	
<b>N/A</b>	100	0	0	0	0	0	0	0	0	0	
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
<b>LDGT2</b>	7,432	6,366	5,643	581	142	944	609	119	216	16	
		85.66%	88.64%	9.13%	2.23%	12.70%	64.51%	12.61%	22.88%	0.22%	
<b>OBD II</b>	6,721	5,707	4,996	569	142	927	596	115	216	16	
		84.91%	87.54%	9.97%	2.49%	13.79%	64.29%	12.41%	23.30%	0.24%	
<b>IM240</b>	1	0	0	0	0	0	0	0	0	0	
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
<b>Basic Idle</b>	677	659	647	12	0	17	13	4	0	0	
		97.34%	98.18%	1.82%	0.00%	2.51%	76.47%	23.53%	0.00%	0.00%	
<b>N/A</b>	33	0	0	0	0	0	0	0	0	0	
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
<b>OTHER</b>	192	1	0	1	0	2	0	2	0	3	
		0.52%	0.00%	100.00%	0.00%	1.04%	0.00%	100.00%	0.00%	1.56%	
<b>OBD II</b>	26	0	0	0	0	0	0	0	0	3	
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	11.54%	
<b>Basic Idle</b>	3	1	0	1	0	2	0	2	0	0	
		33.33%	0.00%	100.00%	0.00%	66.67%	0.00%	100.00%	0.00%	0.00%	
<b>N/A</b>	163	0	0	0	0	0	0	0	0	0	
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
<b>Year Total:</b>		<b>76,039</b>	<b>63,980</b>	<b>56,254</b>	<b>6,093</b>	<b>1,633</b>	<b>10,476</b>	<b>6,330</b>	<b>1,306</b>	<b>2,840</b>	<b>169</b>
<b>1999</b>											
<b>LDGV</b>	11,817	9,666	8,446	893	327	1,763	1,059	260	444	27	
		81.80%	87.38%	9.24%	3.38%	14.92%	60.07%	14.75%	25.18%	0.23%	
<b>OBD II</b>	11,268	9,213	8,008	878	327	1,746	1,043	259	444	27	
		81.76%	86.92%	9.53%	3.55%	15.50%	59.74%	14.83%	25.43%	0.24%	
<b>IM240</b>	4	0	0	0	0	0	0	0	0	0	
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
<b>Two Speed Idle</b>	1	1	1	0	0	0	0	0	0	0	
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	

			100.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	<b>Single Speed Idle</b>	1	1	1	0	0	0	0	0	0	0
			100.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	<b>Basic Idle</b>	469	451	436	15	0	17	16	1	0	0
			96.16%	96.67%	3.33%	0.00%	3.62%	94.12%	5.88%	0.00%	0.00%
	<b>N/A</b>	74	0	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
<b>LDGT1</b>		5,023	4,293	3,814	357	122	617	421	72	124	7
			85.47%	88.84%	8.32%	2.84%	12.28%	68.23%	11.67%	20.10%	0.14%
	<b>OBD II</b>	4,725	4,022	3,548	352	122	610	415	71	124	7
			85.12%	88.21%	8.75%	3.03%	12.91%	68.03%	11.64%	20.33%	0.15%
	<b>Basic Idle</b>	278	271	266	5	0	7	6	1	0	0
			97.48%	98.15%	1.85%	0.00%	2.52%	85.71%	14.29%	0.00%	0.00%
	<b>N/A</b>	20	0	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
<b>LDGT2</b>		2,284	1,932	1,745	137	50	281	182	31	68	1
			84.59%	90.32%	7.09%	2.59%	12.30%	64.77%	11.03%	24.20%	0.04%
	<b>OBD II</b>	2,100	1,776	1,591	135	50	278	179	31	68	1
			84.57%	89.58%	7.60%	2.82%	13.24%	64.39%	11.15%	24.46%	0.05%
	<b>Basic Idle</b>	160	156	154	2	0	3	3	0	0	0
			97.50%	98.72%	1.28%	0.00%	1.88%	100.00%	0.00%	0.00%	0.00%
	<b>N/A</b>	24	0	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
<b>OTHER</b>		54	0	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	<b>OBD II</b>	32	0	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	<b>N/A</b>	22	0	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	<b>Year Total:</b>	<b>19,178</b>	<b>15,891</b>	<b>14,005</b>	<b>1,387</b>	<b>499</b>	<b>2,661</b>	<b>1,662</b>	<b>363</b>	<b>636</b>	<b>35</b>
<b>2000</b>			<b>82.86%</b>	<b>88.13%</b>	<b>8.73%</b>	<b>3.14%</b>	<b>13.88%</b>	<b>62.46%</b>	<b>13.64%</b>	<b>23.90%</b>	<b>0.18%</b>
	<b>LDGV</b>	49,124	43,930	40,339	2,941	650	4,508	3,164	406	938	40
			89.43%	91.83%	6.69%	1.48%	9.18%	70.19%	9.01%	20.81%	0.08%
	<b>OBD II</b>	46,537	41,675	38,176	2,849	650	4,410	3,067	405	938	40
			89.55%	91.60%	6.84%	1.56%	9.48%	69.55%	9.18%	21.27%	0.09%
	<b>IM240</b>	8	2	2	0	0	0	0	0	0	0
			25.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%

		<b>Basic Idle</b>	2,356	2,253	2,161	92	0	98	97	1	0	0
				95.63%	95.92%	4.08%	0.00%	4.16%	98.98%	1.02%	0.00%	0.00%
		N/A	223	0	0	0	0	0	0	0	0	0
				0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	<b>LDGT1</b>		23,802	21,464	19,758	1,439	267	2,038	1,556	183	299	15
				90.18%	92.05%	6.70%	1.24%	8.56%	76.35%	8.98%	14.67%	0.06%
		<b>OBD II</b>	22,022	19,855	18,206	1,382	267	1,978	1,496	183	299	15
				90.16%	91.69%	6.96%	1.34%	8.98%	75.63%	9.25%	15.12%	0.07%
		<b>IM240</b>	4	0	0	0	0	1	1	0	0	0
				0.00%	0.00%	0.00%	0.00%	25.00%	100.00%	0.00%	0.00%	0.00%
		<b>Basic Idle</b>	1,669	1,609	1,552	57	0	59	59	0	0	0
				96.41%	96.46%	3.54%	0.00%	3.54%	100.00%	0.00%	0.00%	0.00%
		N/A	107	0	0	0	0	0	0	0	0	0
				0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	<b>LDGT2</b>		8,517	7,829	7,334	420	75	599	445	62	92	5
				91.92%	93.68%	5.36%	0.96%	7.03%	74.29%	10.35%	15.36%	0.06%
		<b>OBD II</b>	7,638	7,001	6,529	397	75	575	421	62	92	5
				91.66%	93.26%	5.67%	1.07%	7.53%	73.22%	10.78%	16.00%	0.07%
		<b>Two Speed Idle</b>	1	1	1	0	0	0	0	0	0	0
				100.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
		<b>Basic Idle</b>	852	827	804	23	0	24	24	0	0	0
				97.07%	97.22%	2.78%	0.00%	2.82%	100.00%	0.00%	0.00%	0.00%
		N/A	26	0	0	0	0	0	0	0	0	0
				0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	<b>OTHER</b>		334	0	0	0	0	0	0	0	0	0
				0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
		<b>OBD II</b>	33	0	0	0	0	0	0	0	0	0
				0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
		N/A	301	0	0	0	0	0	0	0	0	0
				0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
		<b>Year Total:</b>	<b>81,777</b>	<b>73,223</b>	<b>67,431</b>	<b>4,800</b>	<b>992</b>	<b>7,145</b>	<b>5,165</b>	<b>651</b>	<b>1,329</b>	<b>60</b>
<b>2001</b>				<b>89.54%</b>	<b>92.09%</b>	<b>6.56%</b>	<b>1.35%</b>	<b>8.74%</b>	<b>72.29%</b>	<b>9.11%</b>	<b>18.60%</b>	<b>0.07%</b>
		<b>LDGV</b>	11,716	9,631	8,550	627	454	1,757	987	145	625	15
				82.20%	88.78%	6.51%	4.71%	15.00%	56.18%	8.25%	35.57%	0.13%
		<b>OBD II</b>	11,276	9,268	8,195	619	454	1,748	978	145	625	15
				82.19%	88.42%	6.68%	4.90%	15.50%	55.95%	8.30%	35.76%	0.13%
		<b>Basic Idle</b>	372	363	355	8	0	9	9	0	0	0
				0.75%	0.78%	0.20%	0.00%	0.40%	100.00%	0.00%	0.00%	0.00%

			97.05%	97.00%	2.20%	0.00%	2.42%	100.00%	0.00%	0.00%	0.00%
	N/A	68	0	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
LDGT1		5,747	4,512	3,888	387	237	1,055	608	83	364	10
			78.51%	86.17%	8.58%	5.25%	18.36%	57.63%	7.87%	34.50%	0.17%
	OBD II	5,470	4,291	3,677	377	237	1,044	598	82	364	10
			78.45%	85.69%	8.79%	5.52%	19.09%	57.28%	7.85%	34.87%	0.18%
	IM240	4	0	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	Basic Idle	232	221	211	10	0	11	10	1	0	0
			95.26%	95.48%	4.52%	0.00%	4.74%	90.91%	9.09%	0.00%	0.00%
	N/A	41	0	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
LDGT2		2,297	1,889	1,665	154	70	340	223	24	93	2
			82.24%	88.14%	8.15%	3.71%	14.80%	65.59%	7.06%	27.35%	0.09%
	OBD II	2,100	1,727	1,516	141	70	326	209	24	93	2
			82.24%	87.78%	8.16%	4.05%	15.52%	64.11%	7.36%	28.53%	0.10%
	Basic Idle	176	162	149	13	0	14	14	0	0	0
			92.05%	91.98%	8.02%	0.00%	7.95%	100.00%	0.00%	0.00%	0.00%
	N/A	21	0	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
OTHER		86	0	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	OBD II	54	0	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	N/A	32	0	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	Year Total:	19,846	16,032	14,103	1,168	761	3,152	1,818	252	1,082	27
			80.78%	87.97%	7.29%	4.75%	15.88%	57.68%	7.99%	34.33%	0.14%
2002	LDGV	45,253	41,865	39,762	1,336	767	2,848	1,893	159	796	6
			92.51%	94.98%	3.19%	1.83%	6.29%	66.47%	5.58%	27.95%	0.01%
	OBD II	43,095	39,967	37,890	1,310	767	2,816	1,862	158	796	6
			92.74%	94.80%	3.28%	1.92%	6.53%	66.12%	5.61%	28.27%	0.01%
	IM240	6	0	0	0	0	5	4	1	0	0
			0.00%	0.00%	0.00%	0.00%	83.33%	80.00%	20.00%	0.00%	0.00%
	Basic Idle	1,932	1,898	1,872	26	0	27	27	0	0	0
			98.24%	98.63%	1.37%	0.00%	1.40%	100.00%	0.00%	0.00%	0.00%
	N/A	220	0	0	0	0	0	0	0	0	0

				0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	LDGT1	27,061	24,862	23,370	1,061	431	1,905	1,405	85	415	9
			91.87%	94.00%	4.27%	1.73%	7.04%	73.75%	4.46%	21.78%	0.03%
	OBD II	25,221	23,193	21,746	1,016	431	1,856	1,357	84	415	9
			91.96%	93.76%	4.38%	1.86%	7.36%	73.11%	4.53%	22.36%	0.04%
	Basic Idle	1,722	1,669	1,624	45	0	49	48	1	0	0
			96.92%	97.30%	2.70%	0.00%	2.85%	97.96%	2.04%	0.00%	0.00%
	N/A	118	0	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	LDGT2	10,426	9,404	8,688	557	159	907	678	36	193	1
			90.20%	92.39%	5.92%	1.69%	8.70%	74.75%	3.97%	21.28%	0.01%
	OBD II	9,445	8,505	7,817	529	159	876	647	36	193	1
			90.05%	91.91%	6.22%	1.87%	9.27%	73.86%	4.11%	22.03%	0.01%
	IM240	1	0	0	0	0	1	1	0	0	0
			0.00%	0.00%	0.00%	0.00%	100.00%	100.00%	0.00%	0.00%	0.00%
	Basic Idle	930	899	871	28	0	30	30	0	0	0
			96.67%	96.89%	3.11%	0.00%	3.23%	100.00%	0.00%	0.00%	0.00%
	N/A	50	0	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	OTHER	432	0	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	OBD II	47	0	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	N/A	385	0	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	Year Total:	83,172	76,131	71,820	2,954	1,357	5,660	3,976	280	1,404	16
			91.53%	94.34%	3.88%	1.78%	6.81%	70.25%	4.95%	24.81%	0.02%
2003											
	LDGV	11,526	10,593	10,095	237	261	659	463	41	155	1
			91.91%	95.30%	2.24%	2.46%	5.72%	70.26%	6.22%	23.52%	0.01%
	OBD II	11,077	10,260	9,766	233	261	652	458	39	155	0
			92.62%	95.19%	2.27%	2.54%	5.89%	70.25%	5.98%	23.77%	0.00%
	IM240	2	0	0	0	0	1	1	0	0	0
			0.00%	0.00%	0.00%	0.00%	50.00%	100.00%	0.00%	0.00%	0.00%
	Two Speed Idle	1	0	0	0	0	1	0	1	0	0
			0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%	0.00%	0.00%
	Single Speed Idle	3	1	0	1	0	1	0	1	0	1
			33.33%	0.00%	100.00%	0.00%	33.33%	0.00%	100.00%	0.00%	33.33%

		<b>Basic Idle</b>	343	332	329	3	0	4	4	0	0	0
				96.79%	99.10%	0.90%	0.00%	1.17%	100.00%	0.00%	0.00%	0.00%
	N/A		100	0	0	0	0	0	0	0	0	0
				0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	<b>LDGT1</b>		5,739	5,379	5,165	126	88	258	206	7	45	0
				93.73%	96.02%	2.34%	1.64%	4.50%	79.84%	2.71%	17.44%	0.00%
	<b>OBD II</b>		5,398	5,091	4,886	117	88	248	197	6	45	0
				94.31%	95.97%	2.30%	1.73%	4.59%	79.44%	2.42%	18.15%	0.00%
	<b>Basic Idle</b>		299	288	279	9	0	10	9	1	0	0
				96.32%	96.88%	3.13%	0.00%	3.34%	90.00%	10.00%	0.00%	0.00%
	N/A		42	0	0	0	0	0	0	0	0	0
				0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	<b>LDGT2</b>		3,163	2,981	2,881	60	40	124	95	4	25	0
				94.25%	96.65%	2.01%	1.34%	3.92%	76.61%	3.23%	20.16%	0.00%
	<b>OBD II</b>		2,932	2,774	2,678	56	40	121	92	4	25	0
				94.61%	96.54%	2.02%	1.44%	4.13%	76.03%	3.31%	20.66%	0.00%
	<b>Basic Idle</b>		211	207	203	4	0	3	3	0	0	0
				98.10%	98.07%	1.93%	0.00%	1.42%	100.00%	0.00%	0.00%	0.00%
	N/A		20	0	0	0	0	0	0	0	0	0
				0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	<b>OTHER</b>		66	0	0	0	0	0	0	0	0	0
				0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	<b>OBD II</b>		42	0	0	0	0	0	0	0	0	0
				0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	N/A		24	0	0	0	0	0	0	0	0	0
				0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	<b>Year Total:</b>		<b>20,494</b>	<b>18,953</b>	<b>18,141</b>	<b>423</b>	<b>389</b>	<b>1,041</b>	<b>764</b>	<b>52</b>	<b>225</b>	<b>1</b>
				<b>92.48%</b>	<b>95.72%</b>	<b>2.23%</b>	<b>2.05%</b>	<b>5.08%</b>	<b>73.39%</b>	<b>5.00%</b>	<b>21.61%</b>	<b>0.00%</b>
<b>2004</b>	<b>LDGV</b>		38,292	36,758	35,744	693	321	1,163	962	45	156	0
				95.99%	97.24%	1.89%	0.87%	3.04%	82.72%	3.87%	13.41%	0.00%
	<b>OBD II</b>		36,349	35,037	34,057	659	321	1,131	930	45	156	0
				96.39%	97.20%	1.88%	0.92%	3.11%	82.23%	3.98%	13.79%	0.00%
	<b>IM240</b>		1	1	1	0	0	0	0	0	0	0
				100.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	<b>Two Speed Idle</b>		2	2	0	2	0	0	0	0	0	0
				100.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	<b>Single Speed Idle</b>		2	1	0	1	0	1	1	0	0	0
				50.00%	0.00%	100.00%	0.00%	50.00%	100.00%	0.00%	0.00%	0.00%



			98.09%	98.05%	1.95%	0.00%	1.91%	100.00%	0.00%	0.00%	0.00%	0.00%
	N/A	86	0	0	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
LDGT1		5,385	5,168	5,043	66	59	149	117	4	28	0	0
			95.97%	97.58%	1.28%	1.14%	2.77%	78.52%	2.68%	18.79%	0.00%	0.00%
	OBD II	4,924	4,752	4,630	63	59	147	115	4	28	0	0
			96.51%	97.43%	1.33%	1.24%	2.99%	78.23%	2.72%	19.05%	0.00%	0.00%
	Basic Idle	420	416	413	3	0	2	2	0	0	0	0
			99.05%	99.28%	0.72%	0.00%	0.48%	100.00%	0.00%	0.00%	0.00%	0.00%
	N/A	41	0	0	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
LDGT2		1,913	1,839	1,803	17	19	40	32	0	8	0	0
			96.13%	98.04%	0.92%	1.03%	2.09%	80.00%	0.00%	20.00%	0.00%	0.00%
	OBD II	1,812	1,751	1,715	17	19	40	32	0	8	0	0
			96.63%	97.94%	0.97%	1.09%	2.21%	80.00%	0.00%	20.00%	0.00%	0.00%
	Basic Idle	88	88	88	0	0	0	0	0	0	0	0
			100.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	N/A	13	0	0	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
OTHER		37	0	0	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	OBD II	35	0	0	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	N/A	2	0	0	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	Year Total:	20,588	19,562	19,005	297	260	675	538	18	119	1	1
			95.02%	97.15%	1.52%	1.33%	3.28%	79.70%	2.67%	17.63%	0.00%	0.00%
2006												
	LDGV	4,805	4,591	4,483	48	60	140	98	8	34	0	0
			95.55%	97.65%	1.05%	1.31%	2.91%	70.00%	5.71%	24.29%	0.00%	0.00%
	OBD II	4,625	4,450	4,342	48	60	140	98	8	34	0	0
			96.22%	97.57%	1.08%	1.35%	3.03%	70.00%	5.71%	24.29%	0.00%	0.00%
	Basic Idle	141	141	141	0	0	0	0	0	0	0	0
			100.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	N/A	39	0	0	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
LDGT1		2,388	2,259	2,191	25	43	94	67	1	26	0	0
			94.60%	96.99%	1.11%	1.90%	3.94%	71.28%	1.06%	27.66%	0.00%	0.00%

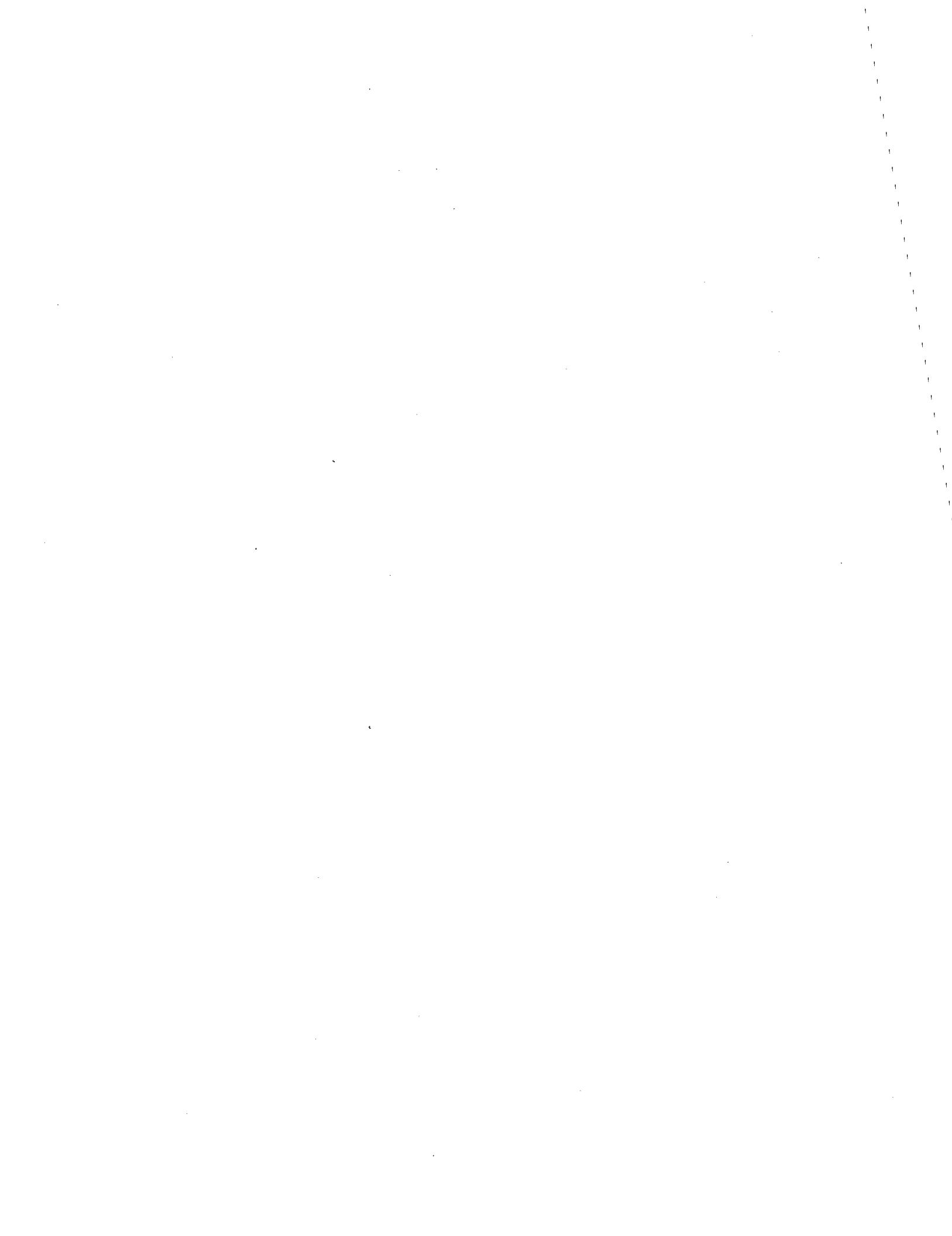
	<b>OBD II</b>	2,269	2,155	2,087	25	43	93	66	1	26	0
			94.98%	96.84%	1.16%	2.00%	4.10%	70.97%	1.08%	27.96%	0.00%
	<b>Basic Idle</b>	106	104	104	0	0	1	1	0	0	0
			98.11%	100.00%	0.00%	0.00%	0.94%	100.00%	0.00%	0.00%	0.00%
	<b>N/A</b>	13	0	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
<b>LDGT2</b>		790	765	750	7	8	16	13	0	3	0
			96.84%	98.04%	0.92%	1.05%	2.03%	81.25%	0.00%	18.75%	0.00%
	<b>OBD II</b>	750	730	715	7	8	16	13	0	3	0
			97.33%	97.95%	0.96%	1.10%	2.13%	81.25%	0.00%	18.75%	0.00%
	<b>Basic Idle</b>	35	35	35	0	0	0	0	0	0	0
			100.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	<b>N/A</b>	5	0	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
<b>OTHER</b>		14	0	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	<b>OBD II</b>	13	0	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	<b>Basic Idle</b>	1	0	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	<b>Year Total:</b>	<b>7,997</b>	<b>7,615</b>	<b>7,424</b>	<b>80</b>	<b>111</b>	<b>250</b>	<b>178</b>	<b>9</b>	<b>63</b>	<b>0</b>
			95.22%	97.49%	1.05%	1.46%	3.13%	71.20%	3.60%	25.20%	0.00%
	<b>Overall Total:</b>	<b>670,626</b>	<b>562,639</b>	<b>504,309</b>	<b>49,047</b>	<b>9,283</b>	<b>86,051</b>	<b>47,549</b>	<b>24,220</b>	<b>14,282</b>	<b>1,496</b>
			83.90%	89.63%	8.72%	1.65%	12.83%	55.26%	28.15%	16.60%	0.22%

Note: Counts for OBD II testing include test results that are valid for determining overall Pass/Fail. OBD II Advisory results are no longer included.

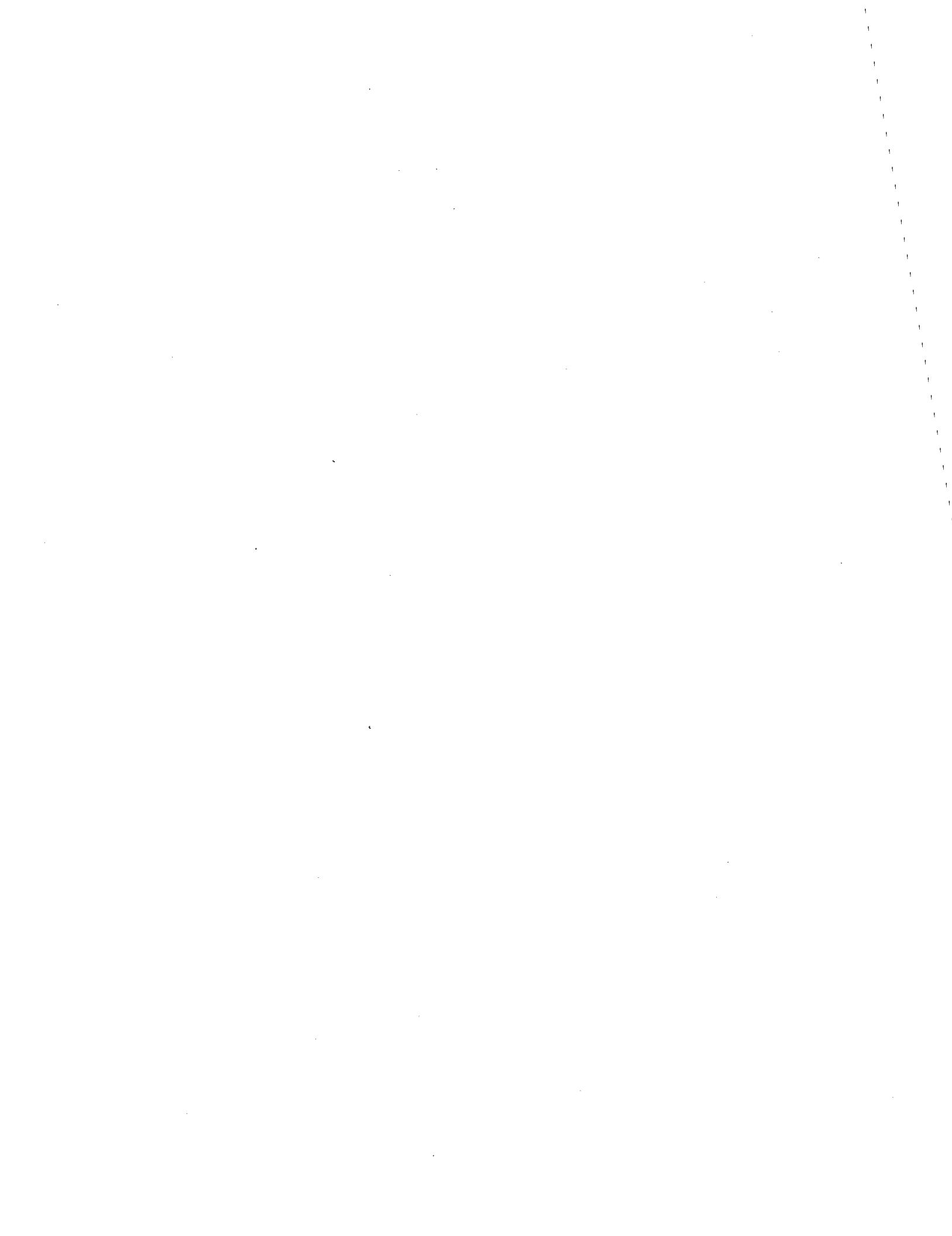
\* Counts in this category may include Vehicle Test Records (VTR) with the result of A = Abort, R = Reissue, V = Voids and/ or W = Waivers.

Version 2.0

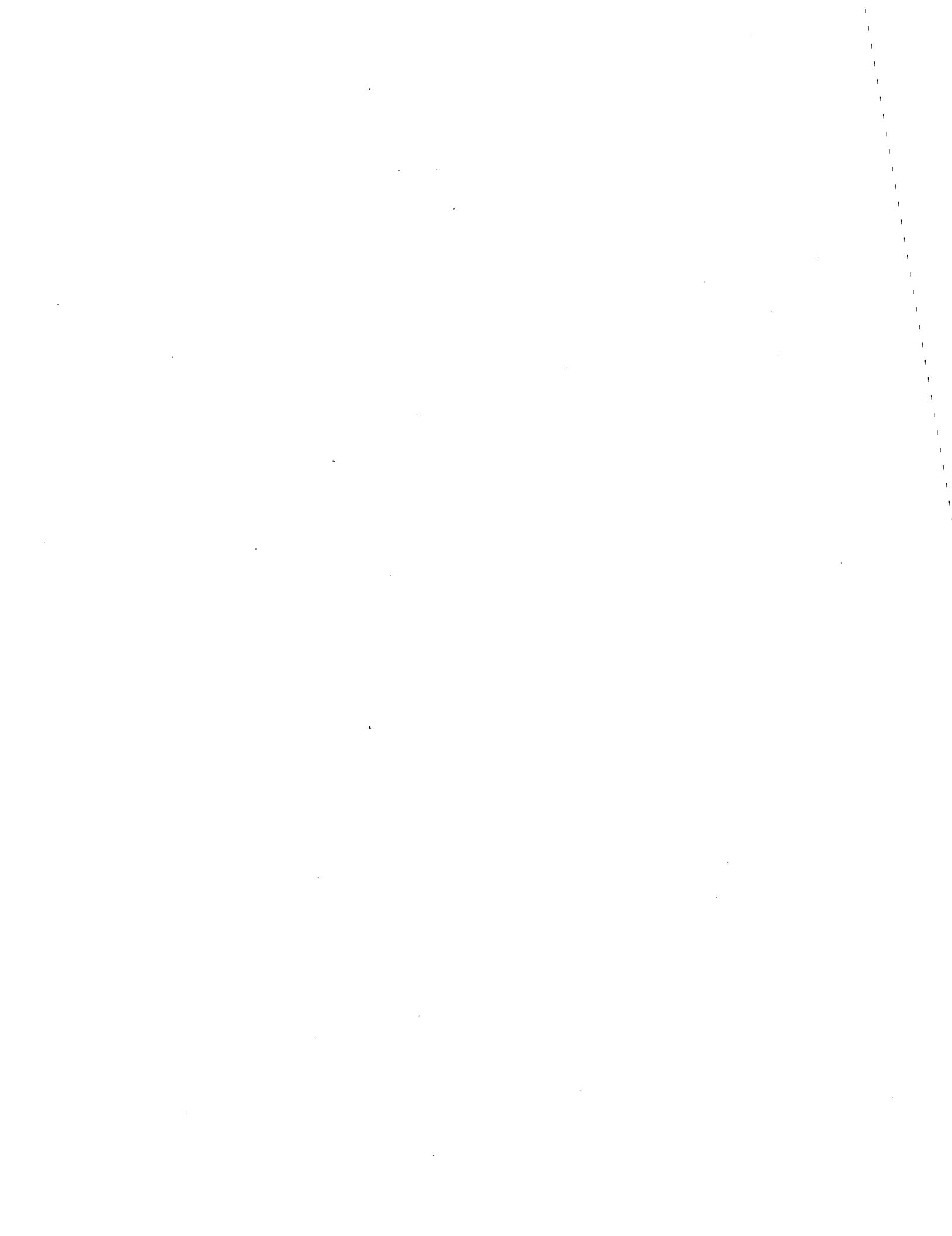
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# **Attachment 3**



**IDLE**



**MISSOURI*****Initial Reinspection Idle  
Emissions Failed Report***

06-Feb-2007 08:46:47

From: 01-Jan-2006 To: 31-Dec-2006

Stations: 1,2,3,4,5,6,7,8,9,10,11,12,15,16

**Vehicle Type**

LDGV Light Duty Gas Vehicle

LDGT1 Light Duty Gas Truck less than 6,001 lbs

LDGT2 Light Duty Gas Truck between 6,001 and 8,500 lbs

Model Year	Vehicle Type	Total Cars Tested	Emissions Failed	HC Failed	CO Failed
<b>1981</b>					
	LDGV	3	2	2	2
			66.67%	66.67%	66.67%
	LDGT1	4	1	0	1
			25.00%	0.00%	25.00%
	LDGT2	1	0	0	0
			0.00%	0.00%	0.00%
	<b>Model Year Total:</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>3</b>
			<b>37.50%</b>	<b>25.00%</b>	<b>37.50%</b>
<b>1982</b>					
	LDGV	5	5	5	4
			100.00%	100.00%	80.00%
	LDGT1	15	12	9	9
			80.00%	60.00%	60.00%
	LDGT2	6	4	4	1
			66.67%	66.67%	16.67%
	<b>Model Year Total:</b>	<b>26</b>	<b>21</b>	<b>18</b>	<b>14</b>
			<b>80.77%</b>	<b>69.23%</b>	<b>53.85%</b>
<b>1983</b>					
	LDGV	7	5	5	4
			71.43%	71.43%	57.14%
	LDGT1	4	2	0	2
			50.00%	0.00%	50.00%
	LDGT2	5	2	2	1
			40.00%	40.00%	20.00%
	<b>Model Year Total:</b>	<b>16</b>	<b>9</b>	<b>7</b>	<b>7</b>
			<b>56.25%</b>	<b>43.75%</b>	<b>43.75%</b>
<b>1984</b>					
	LDGV	21	7	4	6
			33.33%	19.05%	28.57%
	LDGT1	28	17	13	11
			60.71%	46.43%	39.29%
	LDGT2	30	18	15	10
			60.00%	50.00%	33.33%
	<b>Model Year Total:</b>	<b>79</b>	<b>42</b>	<b>32</b>	<b>27</b>
			<b>53.16%</b>	<b>40.51%</b>	<b>34.18%</b>
<b>1985</b>					
	LDGV	18	6	5	4
			33.33%	27.78%	22.22%
	LDGT1	20	13	11	9
			65.00%	55.00%	45.00%
	LDGT2	15	7	6	7

		46.67%	40.00%	46.67%
<b>Model Year Total:</b>	<b>53</b>	<b>26</b>	<b>22</b>	<b>20</b>
		<b>49.06%</b>	<b>41.51%</b>	<b>37.74%</b>
<b>1986</b>				
LDGV	23	11	9	9
		47.83%	39.13%	39.13%
LDGT1	54	24	21	18
		44.44%	38.89%	33.33%
LDGT2	28	10	7	3
		35.71%	25.00%	10.71%
<b>Model Year Total:</b>	<b>105</b>	<b>45</b>	<b>37</b>	<b>30</b>
		<b>42.86%</b>	<b>35.24%</b>	<b>28.57%</b>
<b>1987</b>				
LDGV	17	9	8	4
		52.94%	47.06%	23.53%
LDGT1	20	8	6	6
		40.00%	30.00%	30.00%
LDGT2	2	1	1	0
		50.00%	50.00%	0.00%
<b>Model Year Total:</b>	<b>39</b>	<b>18</b>	<b>15</b>	<b>10</b>
		<b>46.15%</b>	<b>38.46%</b>	<b>25.64%</b>
<b>1988</b>				
LDGV	36	11	11	5
		30.56%	30.56%	13.89%
LDGT1	50	22	19	16
		44.00%	38.00%	32.00%
LDGT2	22	13	9	11
		59.09%	40.91%	50.00%
<b>Model Year Total:</b>	<b>108</b>	<b>46</b>	<b>39</b>	<b>32</b>
		<b>42.59%</b>	<b>36.11%</b>	<b>29.63%</b>
<b>1989</b>				
LDGV	30	10	9	7
		33.33%	30.00%	23.33%
LDGT1	23	12	11	10
		52.17%	47.83%	43.48%
LDGT2	8	4	4	2
		50.00%	50.00%	25.00%
<b>Model Year Total:</b>	<b>61</b>	<b>26</b>	<b>24</b>	<b>19</b>
		<b>42.62%</b>	<b>39.34%</b>	<b>31.15%</b>
<b>1990</b>				
LDGV	42	13	12	10
		30.95%	28.57%	23.81%
LDGT1	41	16	13	10
		39.02%	31.71%	24.39%
LDGT2	25	12	11	5
		48.00%	44.00%	20.00%
<b>Model Year Total:</b>	<b>108</b>	<b>41</b>	<b>36</b>	<b>25</b>
		<b>37.96%</b>	<b>33.33%</b>	<b>23.15%</b>
<b>1991</b>				
LDGV	35	11	11	7
		31.43%	31.43%	20.00%

	<b>LDGT1</b>	29	11	10	7
			37.93%	34.48%	24.14%
	<b>LDGT2</b>	8	2	2	1
			25.00%	25.00%	12.50%
	<b>Model Year Total:</b>	<b>72</b>	<b>24</b>	<b>23</b>	<b>15</b>
			<b>33.33%</b>	<b>31.94%</b>	<b>20.83%</b>
<b>1992</b>					
	<b>LDGV</b>	79	21	21	8
			26.58%	26.58%	10.13%
	<b>LDGT1</b>	59	11	11	6
			18.64%	18.64%	10.17%
	<b>LDGT2</b>	35	7	6	2
			20.00%	17.14%	5.71%
	<b>Model Year Total:</b>	<b>173</b>	<b>39</b>	<b>38</b>	<b>16</b>
			<b>22.54%</b>	<b>21.97%</b>	<b>9.25%</b>
<b>1993</b>					
	<b>LDGV</b>	36	8	6	3
			22.22%	16.67%	8.33%
	<b>LDGT1</b>	17	6	6	2
			35.29%	35.29%	11.76%
	<b>LDGT2</b>	9	2	2	1
			22.22%	22.22%	11.11%
	<b>Model Year Total:</b>	<b>62</b>	<b>16</b>	<b>14</b>	<b>6</b>
			<b>25.81%</b>	<b>22.58%</b>	<b>9.68%</b>
<b>1994</b>					
	<b>LDGV</b>	84	15	14	7
			17.86%	16.67%	8.33%
	<b>LDGT1</b>	54	15	14	10
			27.78%	25.93%	18.52%
	<b>LDGT2</b>	53	18	17	5
			33.96%	32.08%	9.43%
	<b>Model Year Total:</b>	<b>191</b>	<b>48</b>	<b>45</b>	<b>22</b>
			<b>25.13%</b>	<b>23.56%</b>	<b>11.52%</b>
<b>1995</b>					
	<b>LDGV</b>	45	16	14	10
			35.56%	31.11%	22.22%
	<b>LDGT1</b>	16	4	4	1
			25.00%	25.00%	6.25%
	<b>LDGT2</b>	15	4	4	1
			26.67%	26.67%	6.67%
	<b>Model Year Total:</b>	<b>76</b>	<b>24</b>	<b>22</b>	<b>12</b>
			<b>31.58%</b>	<b>28.95%</b>	<b>15.79%</b>
<b>1996</b>					
	<b>LDGV</b>	47	4	4	2
			8.51%	8.51%	4.26%
	<b>LDGT1</b>	34	2	2	0
			5.88%	5.88%	0.00%
	<b>LDGT2</b>	17	1	1	1
			5.88%	5.88%	5.88%
	<b>Model Year Total:</b>	<b>98</b>	<b>7</b>	<b>7</b>	<b>3</b>
			<b>7.14%</b>	<b>7.14%</b>	<b>3.06%</b>

**1997**

<b>LDGV</b>	17	1	1	1
		5.88%	5.88%	5.88%
<b>LDGT1</b>	5	2	2	1
		40.00%	40.00%	20.00%
<b>LDGT2</b>	8	0	0	0
		0.00%	0.00%	0.00%
<b>Model Year Total:</b>	<b>30</b>	<b>3</b>	<b>3</b>	<b>2</b>
		<b>10.00%</b>	<b>10.00%</b>	<b>6.67%</b>

**1998**

<b>LDGV</b>	50	3	3	1
		6.00%	6.00%	2.00%
<b>LDGT1</b>	35	3	2	2
		8.57%	5.71%	5.71%
<b>LDGT2</b>	12	2	2	1
		16.67%	16.67%	8.33%
<b>Model Year Total:</b>	<b>97</b>	<b>8</b>	<b>7</b>	<b>4</b>
		<b>8.25%</b>	<b>7.22%</b>	<b>4.12%</b>

**1999**

<b>LDGV</b>	16	1	1	1
		6.25%	6.25%	6.25%
<b>LDGT1</b>	6	1	1	1
		16.67%	16.67%	16.67%
<b>LDGT2</b>	2	0	0	0
		0.00%	0.00%	0.00%
<b>Model Year Total:</b>	<b>24</b>	<b>2</b>	<b>2</b>	<b>2</b>
		<b>8.33%</b>	<b>8.33%</b>	<b>8.33%</b>

**2000**

<b>LDGV</b>	96	1	1	0
		1.04%	1.04%	0.00%
<b>LDGT1</b>	58	0	0	0
		0.00%	0.00%	0.00%
<b>LDGT2</b>	24	0	0	0
		0.00%	0.00%	0.00%
<b>Model Year Total:</b>	<b>178</b>	<b>1</b>	<b>1</b>	<b>0</b>
		<b>0.56%</b>	<b>0.56%</b>	<b>0.00%</b>

**2001**

<b>LDGV</b>	9	0	0	0
		0.00%	0.00%	0.00%
<b>LDGT1</b>	10	0	0	0
		0.00%	0.00%	0.00%
<b>LDGT2</b>	14	0	0	0
		0.00%	0.00%	0.00%
<b>Model Year Total:</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>

**2002**

<b>LDGV</b>	26	0	0	0
		0.00%	0.00%	0.00%
<b>LDGT1</b>	48	0	0	0
		0.00%	0.00%	0.00%
<b>LDGT2</b>	30	0	0	0

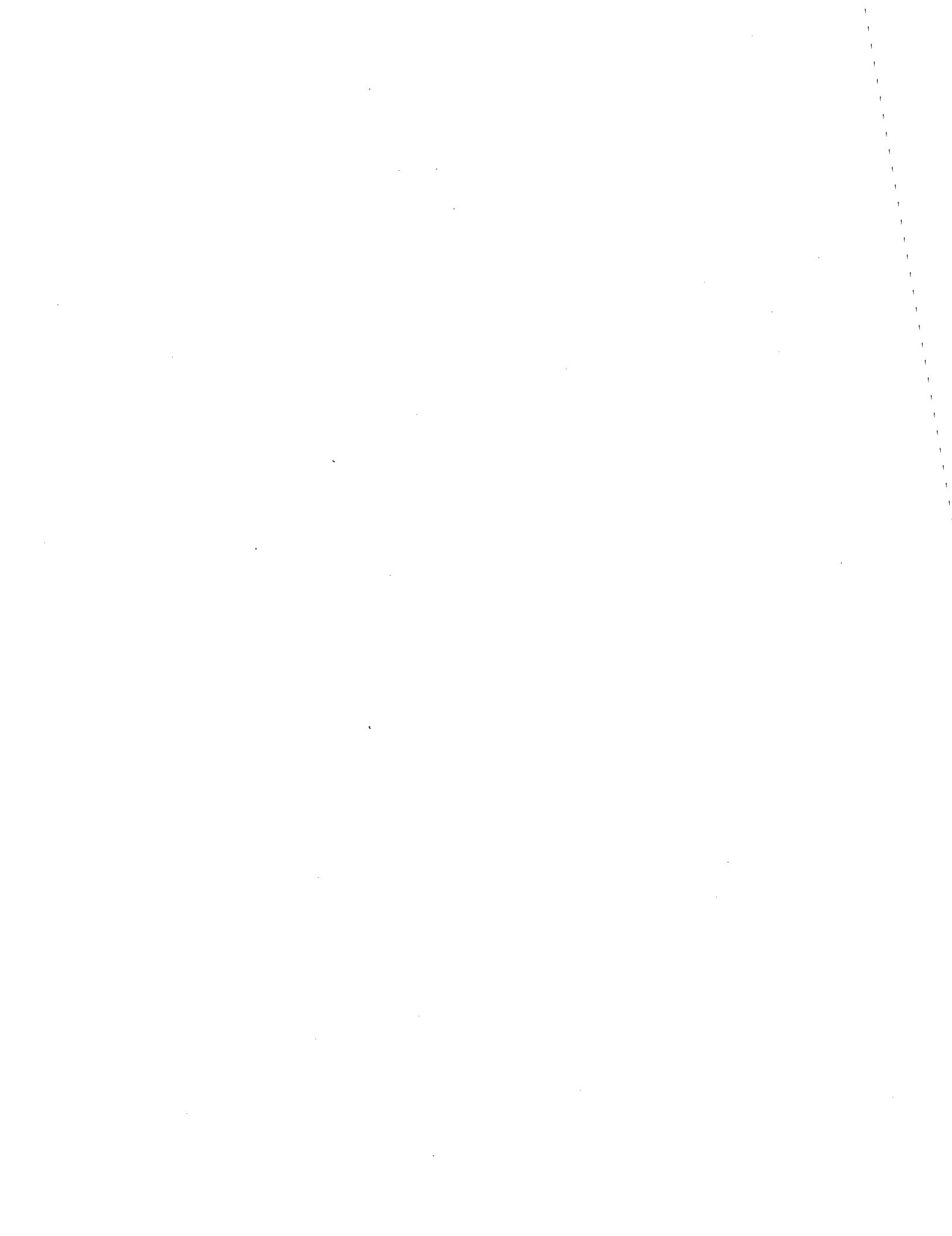
		0.00%	0.00%	0.00%
<b>Model Year Total:</b>	<b>104</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>
<b>2003</b>				
	<b>LDGV</b>	5	1	1
			20.00%	20.00%
	<b>LDGT1</b>	9	0	0
			0.00%	0.00%
	<b>LDGT2</b>	3	0	0
			0.00%	0.00%
<b>Model Year Total:</b>	<b>17</b>	<b>1</b>	<b>1</b>	<b>1</b>
		<b>5.88%</b>	<b>5.88%</b>	<b>5.88%</b>
<b>2004</b>				
	<b>LDGV</b>	32	0	0
			0.00%	0.00%
	<b>LDGT1</b>	14	0	0
			0.00%	0.00%
	<b>LDGT2</b>	7	0	0
			0.00%	0.00%
<b>Model Year Total:</b>	<b>53</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>
<b>2005</b>				
	<b>LDGV</b>	6	0	0
			0.00%	0.00%
	<b>LDGT1</b>	2	0	0
			0.00%	0.00%
<b>Model Year Total:</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>
<b>2006</b>				
	<b>LDGT1</b>	1	0	0
			0.00%	0.00%
<b>Model Year Total:</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>

**Summary by Vehicle Type**

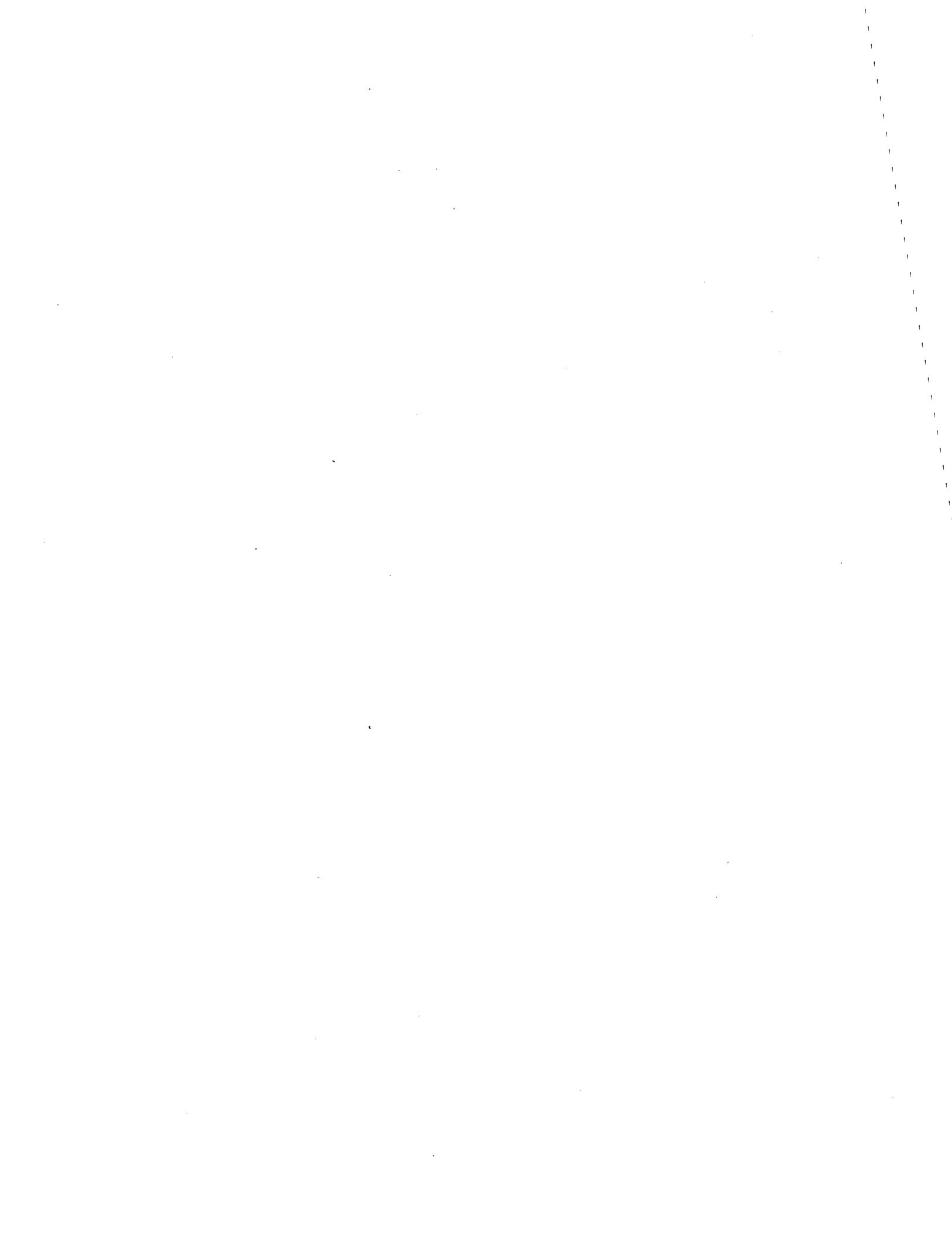
Vehicle Type	Total Cars Tested	Emissions Failed	HC Failed	CO Failed
LDGV:	785	161	147	96
		20.51%	18.73%	12.23%
LDGT1:	656	182	155	122
		27.74%	23.63%	18.60%
LDGT2:	379	107	93	52
		28.23%	24.54%	13.72%
<b>Overall Total:</b>	<b>1,820</b>	<b>450</b>	<b>395</b>	<b>270</b>
		<b>24.73%</b>	<b>21.70%</b>	<b>14.84%</b>

Version 1.2

[Save Report](#)



**TRANSIENT**



**MISSOURI****Initial Reinspection Transient  
Emissions Failed Report**

13-Feb-2007 15:49:39

From: 01-Jan-2006 To: 31-Dec-2006

Stations: 1,2,3,4,5,6,7,8,9,10

Vehicle Type	
LDGV	Light Duty Gas Vehicle
LDGT1	Light Duty Gas Truck less than 6,001 lbs
LDGT2	Light Duty Gas Truck between 6,001 and 8,500 lbs

Model Year	Vehicle Type	All Cars Tested:	Emissions Failed	HC Failed	CO Failed	NOX Failed
<b>1981</b>						
	<b>LDGV</b>	24	17	17	10	5
			70.83%	70.83%	41.67%	20.83%
	<b>LDGT1</b>	10	5	5	2	2
			50.00%	50.00%	20.00%	20.00%
	<b>LDGT2</b>	2	0	0	0	0
			0.00%	0.00%	0.00%	0.00%
	<b>Model Year Total:</b>	<b>36</b>	<b>22</b>	<b>22</b>	<b>12</b>	<b>7</b>
			<b>61.11%</b>	<b>61.11%</b>	<b>33.33%</b>	<b>19.44%</b>
<b>1982</b>						
	<b>LDGV</b>	176	97	94	49	42
			55.11%	53.41%	27.84%	23.86%
	<b>LDGT1</b>	43	14	14	8	1
			32.56%	32.56%	18.60%	2.33%
	<b>LDGT2</b>	15	5	3	2	1
			33.33%	20.00%	13.33%	6.67%
	<b>Model Year Total:</b>	<b>234</b>	<b>116</b>	<b>111</b>	<b>59</b>	<b>44</b>
			<b>49.57%</b>	<b>47.44%</b>	<b>25.21%</b>	<b>18.80%</b>
<b>1983</b>						
	<b>LDGV</b>	90	54	49	37	25
			60.00%	54.44%	41.11%	27.78%
	<b>LDGT1</b>	20	5	4	3	1
			25.00%	20.00%	15.00%	5.00%
	<b>LDGT2</b>	8	4	4	2	2
			50.00%	50.00%	25.00%	25.00%
	<b>Model Year Total:</b>	<b>118</b>	<b>63</b>	<b>57</b>	<b>42</b>	<b>28</b>
			<b>53.39%</b>	<b>48.31%</b>	<b>35.59%</b>	<b>23.73%</b>
<b>1984</b>						
	<b>LDGV</b>	504	316	277	198	139
			62.70%	54.96%	39.29%	27.58%
	<b>LDGT1</b>	169	75	74	41	12
			44.38%	43.79%	24.26%	7.10%
	<b>LDGT2</b>	86	42	42	21	9
			48.84%	48.84%	24.42%	10.47%
	<b>Model Year Total:</b>	<b>759</b>	<b>433</b>	<b>393</b>	<b>260</b>	<b>160</b>
			<b>57.05%</b>	<b>51.78%</b>	<b>34.26%</b>	<b>21.08%</b>
<b>1985</b>						
	<b>LDGV</b>	231	155	142	91	77
			67.10%	61.47%	39.39%	33.33%
	<b>LDGT1</b>	91	53	52	30	11
			58.24%	57.14%	32.97%	12.09%
	<b>LDGT2</b>	30	18	17	13	2
			60.00%	56.67%	43.33%	6.67%
	<b>Model Year Total:</b>	<b>352</b>	<b>226</b>	<b>211</b>	<b>134</b>	<b>90</b>
			<b>64.20%</b>	<b>59.94%</b>	<b>38.07%</b>	<b>25.57%</b>

		1986	1987	1988	1989	1990	1991
<b>LDGV</b>	761	411 54.01%	375 58.20%	217 42.68%	193 29.37%	25.36%	
<b>LDGT1</b>	263	122 46.39%	119 55.56%	64 17.17%	19 12.12%		
<b>LDGT2</b>	149	72 48.32%	71 42.31%	44 13.46%	13 9.62%		
<b>Model Year Total:</b>	<b>1,173</b>	<b>605 51.58%</b>	<b>565 53.88%</b>	<b>325 25.52%</b>	<b>225 25.14%</b>		
<b>LDGV</b>	378	220 58.20%	208 55.03%	111 20.98%	116 24.68%		
<b>LDGT1</b>	99	55 55.56%	55 55.56%	17 10.03%	12 22.49%		
<b>LDGT2</b>	52	22 42.31%	22 42.31%	7 13.46%	5 9.62%		
<b>Model Year Total:</b>	<b>529</b>	<b>297 56.14%</b>	<b>285 53.88%</b>	<b>135 25.52%</b>	<b>133 25.14%</b>		
<b>LDGV</b>	1,106	529 47.83%	472 42.68%	232 20.98%	273 24.68%		
<b>LDGT1</b>	369	152 41.19%	144 39.02%	37 10.03%	83 22.49%		
<b>LDGT2</b>	165	63 38.18%	62 37.58%	22 13.33%	26 15.76%		
<b>Model Year Total:</b>	<b>1,640</b>	<b>744 45.37%</b>	<b>678 41.34%</b>	<b>291 17.74%</b>	<b>382 23.29%</b>		
<b>LDGV</b>	565	309 54.69%	292 51.68%	145 25.66%	157 27.79%		
<b>LDGT1</b>	169	67 39.64%	63 37.28%	28 16.57%	35 20.71%		
<b>LDGT2</b>	72	29 40.28%	27 37.50%	5 6.94%	17 23.61%		
<b>Model Year Total:</b>	<b>806</b>	<b>405 50.25%</b>	<b>382 47.39%</b>	<b>178 22.08%</b>	<b>209 25.93%</b>		
<b>LDGV</b>	1,572	723 45.99%	648 41.22%	320 20.36%	406 25.83%		
<b>LDGT1</b>	415	148 35.66%	139 33.49%	51 12.29%	76 18.31%		
<b>LDGT2</b>	146	54 36.99%	53 36.30%	12 8.22%	18 12.33%		
<b>Model Year Total:</b>	<b>2,133</b>	<b>925 43.37%</b>	<b>840 39.38%</b>	<b>383 17.96%</b>	<b>500 23.44%</b>		
<b>LDGV</b>	746	381 51.07%	343 45.98%	157 21.05%	222 29.76%		
<b>LDGT1</b>	191	67 35.08%	64 33.51%	21 10.99%	29 15.18%		
<b>LDGT2</b>	50	27 54.00%	26 52.00%	14 28.00%	8 16.00%		
<b>Model Year Total:</b>	<b>987</b>	<b>475 42.42%</b>	<b>433 42.87%</b>	<b>192 42.45%</b>	<b>259 42.24%</b>		

		<b>48.15%</b>	<b>45.81%</b>	<b>19.45%</b>	<b>20.24%</b>
<b>1992</b>	<b>LDGV</b>	2,153	863	788	388
			40.08%	36.60%	18.02%
	<b>LDGT1</b>	581	232	218	72
			39.93%	37.52%	12.39%
	<b>LDGT2</b>	309	128	128	20
			41.42%	41.42%	6.47%
	<b>Model Year Total:</b>	<b>3,043</b>	<b>1,223</b>	<b>1,134</b>	<b>480</b>
			<b>40.19%</b>	<b>37.27%</b>	<b>15.77%</b>
					<b>18.63%</b>
<b>1993</b>	<b>LDGV</b>	890	383	341	158
			43.03%	38.31%	17.75%
	<b>LDGT1</b>	207	81	77	25
			39.13%	37.20%	12.08%
	<b>LDGT2</b>	89	39	39	3
			43.82%	43.82%	3.37%
	<b>Model Year Total:</b>	<b>1,186</b>	<b>503</b>	<b>457</b>	<b>186</b>
			<b>42.41%</b>	<b>38.53%</b>	<b>15.68%</b>
					<b>21.25%</b>
<b>1994</b>	<b>LDGV</b>	1,892	677	613	218
			35.78%	32.40%	11.52%
	<b>LDGT1</b>	704	184	170	37
			26.14%	24.15%	5.26%
	<b>LDGT2</b>	367	120	116	10
			32.70%	31.61%	2.72%
	<b>Model Year Total:</b>	<b>2,963</b>	<b>981</b>	<b>899</b>	<b>265</b>
			<b>33.11%</b>	<b>30.34%</b>	<b>8.94%</b>
					<b>16.77%</b>
<b>1995</b>	<b>LDGV</b>	832	316	300	105
			37.98%	36.06%	12.62%
	<b>LDGT1</b>	249	86	76	17
			34.54%	30.52%	6.83%
	<b>LDGT2</b>	128	52	50	7
			40.63%	39.06%	5.47%
	<b>Model Year Total:</b>	<b>1,209</b>	<b>454</b>	<b>426</b>	<b>129</b>
			<b>37.55%</b>	<b>35.24%</b>	<b>10.67%</b>
					<b>17.45%</b>
<b>1996</b>	<b>LDGV</b>	21	6	4	1
			28.57%	19.05%	4.76%
	<b>LDGT2</b>	1	0	0	0
			0.00%	0.00%	0.00%
	<b>Model Year Total:</b>	<b>22</b>	<b>6</b>	<b>4</b>	<b>1</b>
			<b>27.27%</b>	<b>18.18%</b>	<b>4.55%</b>
					<b>13.64%</b>
<b>1997</b>	<b>LDGV</b>	18	0	0	0
			0.00%	0.00%	0.00%
	<b>Model Year Total:</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>
			<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>
<b>1998</b>	<b>LDGV</b>	117	2	0	0
			1.71%	0.00%	0.00%
	<b>Model Year Total:</b>	<b>117</b>	<b>2</b>	<b>0</b>	<b>2</b>
			<b>1.71%</b>	<b>0.00%</b>	<b>0.00%</b>
					<b>1.71%</b>

**2002**

<b>LDGV</b>	3	0	0	0	0
		0.00%	0.00%	0.00%	0.00%
<b>Model Year Total:</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>

**2003**

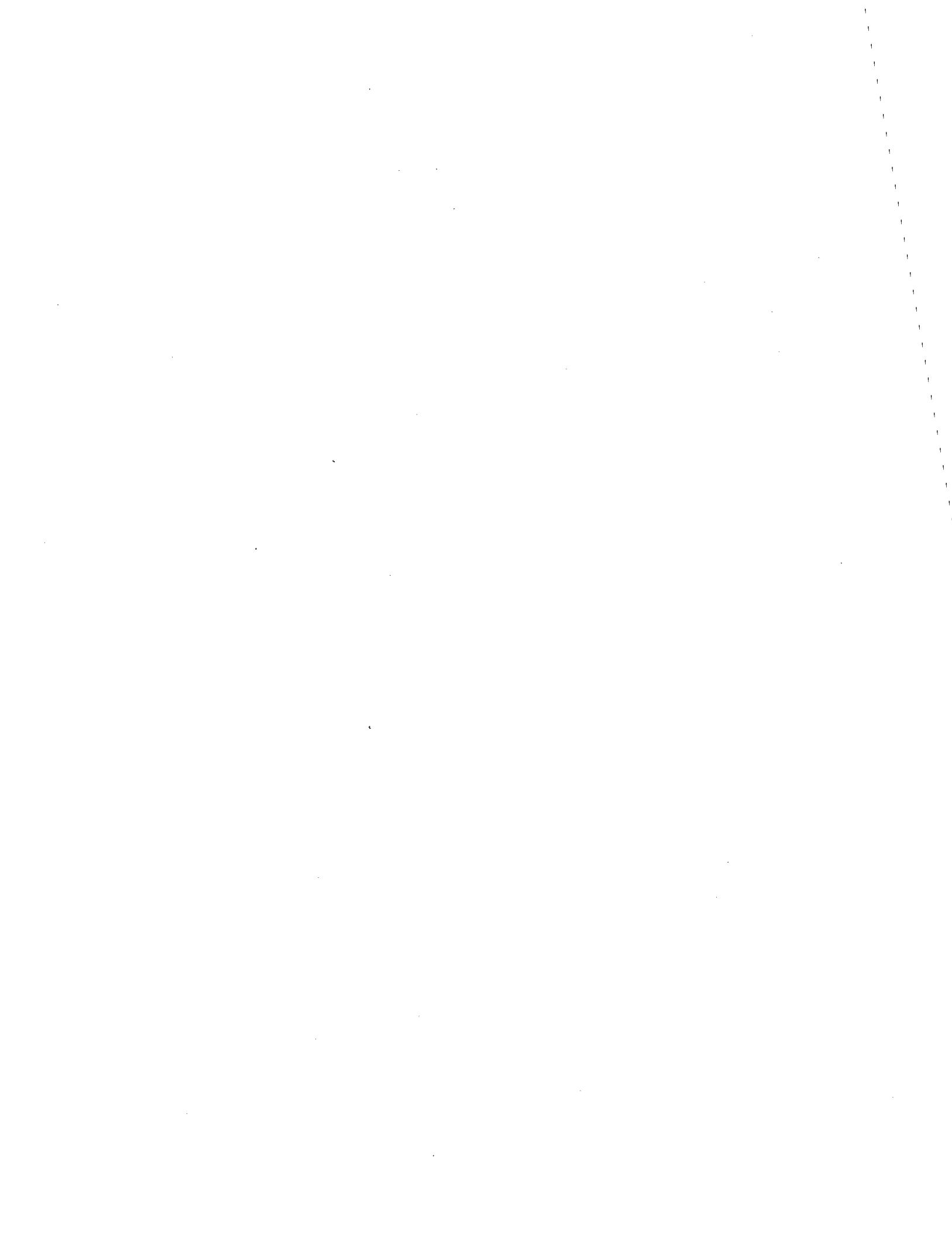
<b>LDGV</b>	1	0	0	0	0
		0.00%	0.00%	0.00%	0.00%
<b>Model Year Total:</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>

**Summary by Vehicle Type**

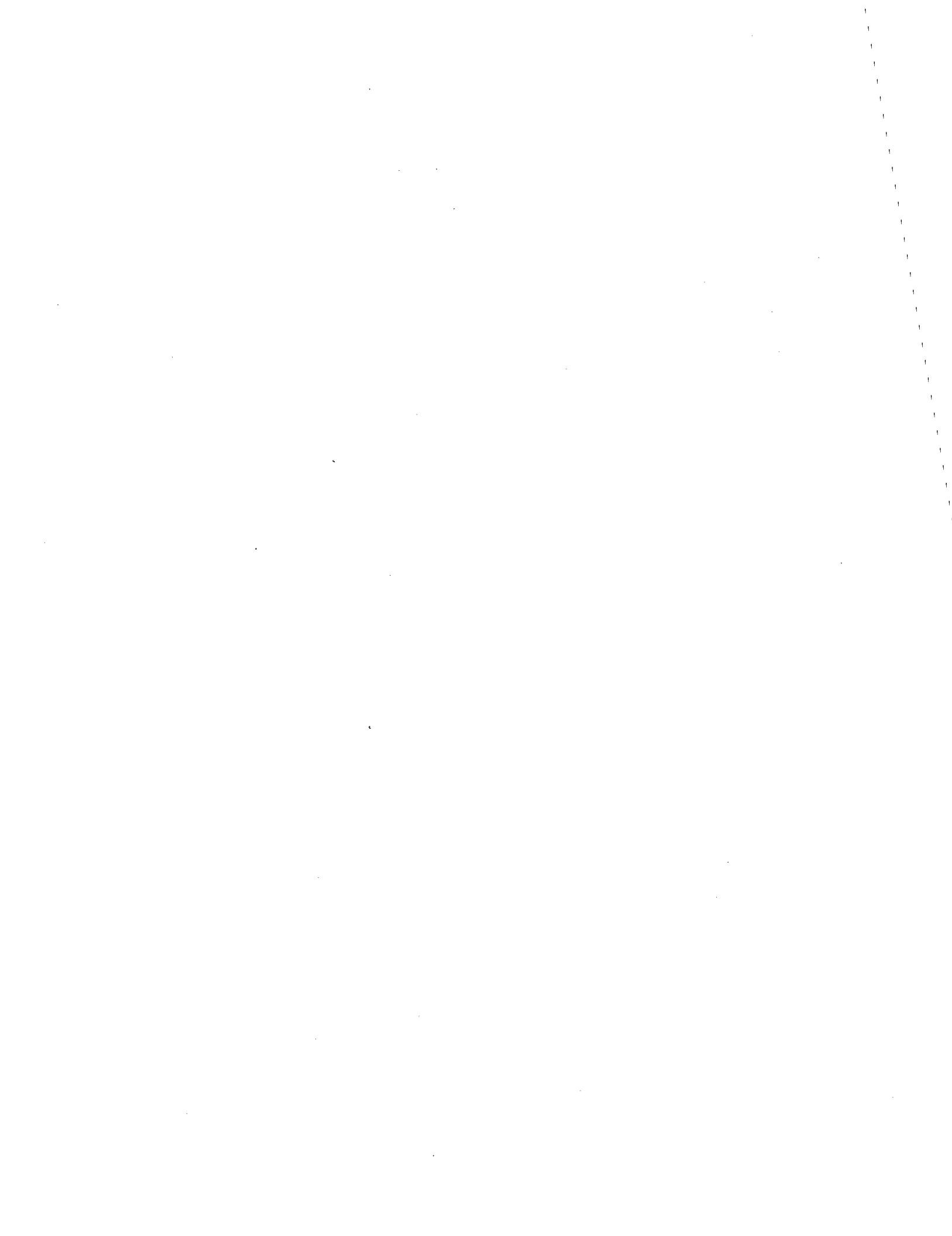
<b>Vehicle Type</b>	<b>All Cars Tested:</b>	<b>Emissions Failed</b>	<b>HC Failed</b>	<b>CO Failed</b>	<b>NOX Failed</b>
<b>LDGV:</b>	12,080	5,459	4,963	2,437	2,773
		45.19%	41.08%	20.17%	22.96%
<b>LDGT1:</b>	3,580	1,346	1,274	453	571
		37.60%	35.59%	12.65%	15.95%
<b>LDGT2:</b>	1,669	675	660	182	225
		40.44%	39.54%	10.90%	13.48%
<b>Overall Total:</b>	<b>17,329</b>	<b>7,480</b>	<b>6,897</b>	<b>3,072</b>	<b>3,569</b>
		<b>43.16%</b>	<b>39.80%</b>	<b>17.73%</b>	<b>20.60%</b>

Version 1.2

# **Attachment 4**



**IDLE**



**MISSOURI*****Initial Reinspection Idle******Emissions Passed Report***

06-Feb-2007 09:54:59

From:01-Jan-2006 To: 31-Dec-2006

Stations:1,2,3,4,5,6,7,8,9,10,11,12,15,16

**Vehicle Type**

LDGV Light Duty Gas Vehicle

LDGT1 Light Duty Gas Truck less than 6,001 lbs

LDGT2 Light Duty Gas Truck between 6,001 and 8,500 lbs

Model Year	Vehicle Type	Total Cars Tested	Emissions Passed	HC Passed	CO Passed
<b>1981</b>					
	LDGV	3	1	1	1
			33.33%	33.33%	33.33%
	LDGT1	4	3	4	3
			75.00%	100.00%	75.00%
	LDGT2	1	1	1	1
			100.00%	100.00%	100.00%
	<b>Model Year Total:</b>	<b>8</b>	<b>5</b>	<b>6</b>	<b>5</b>
			62.50%	75.00%	62.50%
<b>1982</b>					
	LDGV	5	0	0	1
			0.00%	0.00%	20.00%
	LDGT1	15	3	6	6
			20.00%	40.00%	40.00%
	LDGT2	6	2	2	5
			33.33%	33.33%	83.33%
	<b>Model Year Total:</b>	<b>26</b>	<b>5</b>	<b>8</b>	<b>12</b>
			19.23%	30.77%	46.15%
<b>1983</b>					
	LDGV	7	2	2	3
			28.57%	28.57%	42.86%
	LDGT1	4	2	4	2
			50.00%	100.00%	50.00%
	LDGT2	5	3	3	4
			60.00%	60.00%	80.00%
	<b>Model Year Total:</b>	<b>16</b>	<b>7</b>	<b>9</b>	<b>9</b>
			43.75%	56.25%	56.25%
<b>1984</b>					
	LDGV	21	14	17	15
			66.67%	80.95%	71.43%
	LDGT1	28	11	15	17
			39.29%	53.57%	60.71%
	LDGT2	30	12	15	20
			40.00%	50.00%	66.67%
	<b>Model Year Total:</b>	<b>79</b>	<b>37</b>	<b>47</b>	<b>52</b>
			46.84%	59.49%	65.82%
<b>1985</b>					
	LDGV	18	12	13	14
			66.67%	72.22%	77.78%
	LDGT1	20	7	9	11
			35.00%	45.00%	55.00%
	LDGT2	15	8	9	8
			53.33%	60.00%	53.33%

		55.55%	55.55%	55.55%
<b>Model Year Total:</b>	<b>53</b>	<b>27</b>	<b>31</b>	<b>33</b>
		50.94%	58.49%	62.26%
<b>1986</b>				
LDGV	23	12	14	14
		52.17%	60.87%	60.87%
LDGT1	54	30	33	36
		55.56%	61.11%	66.67%
LDGT2	28	18	21	25
		64.29%	75.00%	89.29%
<b>Model Year Total:</b>	<b>105</b>	<b>60</b>	<b>68</b>	<b>75</b>
		57.14%	64.76%	71.43%
<b>1987</b>				
LDGV	17	8	9	13
		47.06%	52.94%	76.47%
LDGT1	20	12	14	14
		60.00%	70.00%	70.00%
LDGT2	2	1	1	2
		50.00%	50.00%	100.00%
<b>Model Year Total:</b>	<b>39</b>	<b>21</b>	<b>24</b>	<b>29</b>
		53.85%	61.54%	74.36%
<b>1988</b>				
LDGV	36	25	25	31
		69.44%	69.44%	86.11%
LDGT1	50	28	31	34
		56.00%	62.00%	68.00%
LDGT2	22	9	13	11
		40.91%	59.09%	50.00%
<b>Model Year Total:</b>	<b>108</b>	<b>62</b>	<b>69</b>	<b>76</b>
		57.41%	63.89%	70.37%
<b>1989</b>				
LDGV	30	20	21	23
		66.67%	70.00%	76.67%
LDGT1	23	11	12	13
		47.83%	52.17%	56.52%
LDGT2	8	4	4	6
		50.00%	50.00%	75.00%
<b>Model Year Total:</b>	<b>61</b>	<b>35</b>	<b>37</b>	<b>42</b>
		57.38%	60.66%	68.85%
<b>1990</b>				
LDGV	42	29	30	32
		69.05%	71.43%	76.19%
LDGT1	41	25	28	31
		60.98%	68.29%	75.61%
LDGT2	25	13	14	20
		52.00%	56.00%	80.00%
<b>Model Year Total:</b>	<b>108</b>	<b>67</b>	<b>72</b>	<b>83</b>
		62.04%	66.67%	76.85%
<b>1991</b>				
LDGV	35	24	24	28
		68.57%	68.57%	80.00%
LDGT1	29	18	19	22

		62.07%	65.52%	75.86%
<b>LDGT2</b>	<b>8</b>	<b>6</b>	<b>6</b>	<b>7</b>
		75.00%	75.00%	87.50%
<b>Model Year Total:</b>	<b>72</b>	<b>48</b>	<b>49</b>	<b>57</b>
		66.67%	68.06%	79.17%
<b>1992</b>				
<b>LDGV</b>	<b>79</b>	<b>58</b>	<b>58</b>	<b>71</b>
		73.42%	73.42%	89.87%
<b>LDGT1</b>	<b>59</b>	<b>48</b>	<b>48</b>	<b>53</b>
		81.36%	81.36%	89.83%
<b>LDGT2</b>	<b>35</b>	<b>28</b>	<b>29</b>	<b>33</b>
		80.00%	82.86%	94.29%
<b>Model Year Total:</b>	<b>173</b>	<b>134</b>	<b>135</b>	<b>157</b>
		77.46%	78.03%	90.75%
<b>1993</b>				
<b>LDGV</b>	<b>36</b>	<b>28</b>	<b>30</b>	<b>33</b>
		77.78%	83.33%	91.67%
<b>LDGT1</b>	<b>17</b>	<b>11</b>	<b>11</b>	<b>15</b>
		64.71%	64.71%	88.24%
<b>LDGT2</b>	<b>9</b>	<b>7</b>	<b>7</b>	<b>8</b>
		77.78%	77.78%	88.89%
<b>Model Year Total:</b>	<b>62</b>	<b>46</b>	<b>48</b>	<b>56</b>
		74.19%	77.42%	90.32%
<b>1994</b>				
<b>LDGV</b>	<b>84</b>	<b>69</b>	<b>70</b>	<b>77</b>
		82.14%	83.33%	91.67%
<b>LDGT1</b>	<b>54</b>	<b>39</b>	<b>40</b>	<b>44</b>
		72.22%	74.07%	81.48%
<b>LDGT2</b>	<b>53</b>	<b>35</b>	<b>36</b>	<b>48</b>
		66.04%	67.92%	90.57%
<b>Model Year Total:</b>	<b>191</b>	<b>143</b>	<b>146</b>	<b>169</b>
		74.87%	76.44%	88.48%
<b>1995</b>				
<b>LDGV</b>	<b>45</b>	<b>29</b>	<b>31</b>	<b>35</b>
		64.44%	68.89%	77.78%
<b>LDGT1</b>	<b>16</b>	<b>12</b>	<b>12</b>	<b>15</b>
		75.00%	75.00%	93.75%
<b>LDGT2</b>	<b>15</b>	<b>11</b>	<b>11</b>	<b>14</b>
		73.33%	73.33%	93.33%
<b>Model Year Total:</b>	<b>76</b>	<b>52</b>	<b>54</b>	<b>64</b>
		68.42%	71.05%	84.21%
<b>1996</b>				
<b>LDGV</b>	<b>47</b>	<b>43</b>	<b>43</b>	<b>45</b>
		91.49%	91.49%	95.74%
<b>LDGT1</b>	<b>34</b>	<b>32</b>	<b>32</b>	<b>34</b>
		94.12%	94.12%	100.00%
<b>LDGT2</b>	<b>17</b>	<b>16</b>	<b>16</b>	<b>16</b>
		94.12%	94.12%	94.12%
<b>Model Year Total:</b>	<b>98</b>	<b>91</b>	<b>91</b>	<b>95</b>
		92.86%	92.86%	96.94%
<b>1997</b>				

	<b>LDGV</b>	17	16	16	16
			94.12%	94.12%	94.12%
	<b>LDGT1</b>	5	3	3	4
			60.00%	60.00%	80.00%
	<b>LDGT2</b>	8	8	8	8
			100.00%	100.00%	100.00%
	<b>Model Year Total:</b>	<b>30</b>	<b>27</b>	<b>27</b>	<b>28</b>
			90.00%	90.00%	93.33%
<b>1998</b>					
	<b>LDGV</b>	50	47	47	49
			94.00%	94.00%	98.00%
	<b>LDGT1</b>	35	32	33	33
			91.43%	94.29%	94.29%
	<b>LDGT2</b>	12	10	10	11
			83.33%	83.33%	91.67%
	<b>Model Year Total:</b>	<b>97</b>	<b>89</b>	<b>90</b>	<b>93</b>
			91.75%	92.78%	95.88%
<b>1999</b>					
	<b>LDGV</b>	16	15	15	15
			93.75%	93.75%	93.75%
	<b>LDGT1</b>	6	5	5	5
			83.33%	83.33%	83.33%
	<b>LDGT2</b>	2	2	2	2
			100.00%	100.00%	100.00%
	<b>Model Year Total:</b>	<b>24</b>	<b>22</b>	<b>22</b>	<b>22</b>
			91.67%	91.67%	91.67%
<b>2000</b>					
	<b>LDGV</b>	96	95	95	96
			98.96%	98.96%	100.00%
	<b>LDGT1</b>	58	58	58	58
			100.00%	100.00%	100.00%
	<b>LDGT2</b>	24	24	24	24
			100.00%	100.00%	100.00%
	<b>Model Year Total:</b>	<b>178</b>	<b>177</b>	<b>177</b>	<b>178</b>
			99.44%	99.44%	100.00%
<b>2001</b>					
	<b>LDGV</b>	9	9	9	9
			100.00%	100.00%	100.00%
	<b>LDGT1</b>	10	10	10	10
			100.00%	100.00%	100.00%
	<b>LDGT2</b>	14	14	14	14
			100.00%	100.00%	100.00%
	<b>Model Year Total:</b>	<b>33</b>	<b>33</b>	<b>33</b>	<b>33</b>
			100.00%	100.00%	100.00%
<b>2002</b>					
	<b>LDGV</b>	26	26	26	26
			100.00%	100.00%	100.00%
	<b>LDGT1</b>	48	48	48	48
			100.00%	100.00%	100.00%
	<b>LDGT2</b>	30	30	30	30
			100.00%	100.00%	100.00%
	<b>Model Year Total:</b>	<b>104</b>	<b>104</b>	<b>104</b>	<b>104</b>

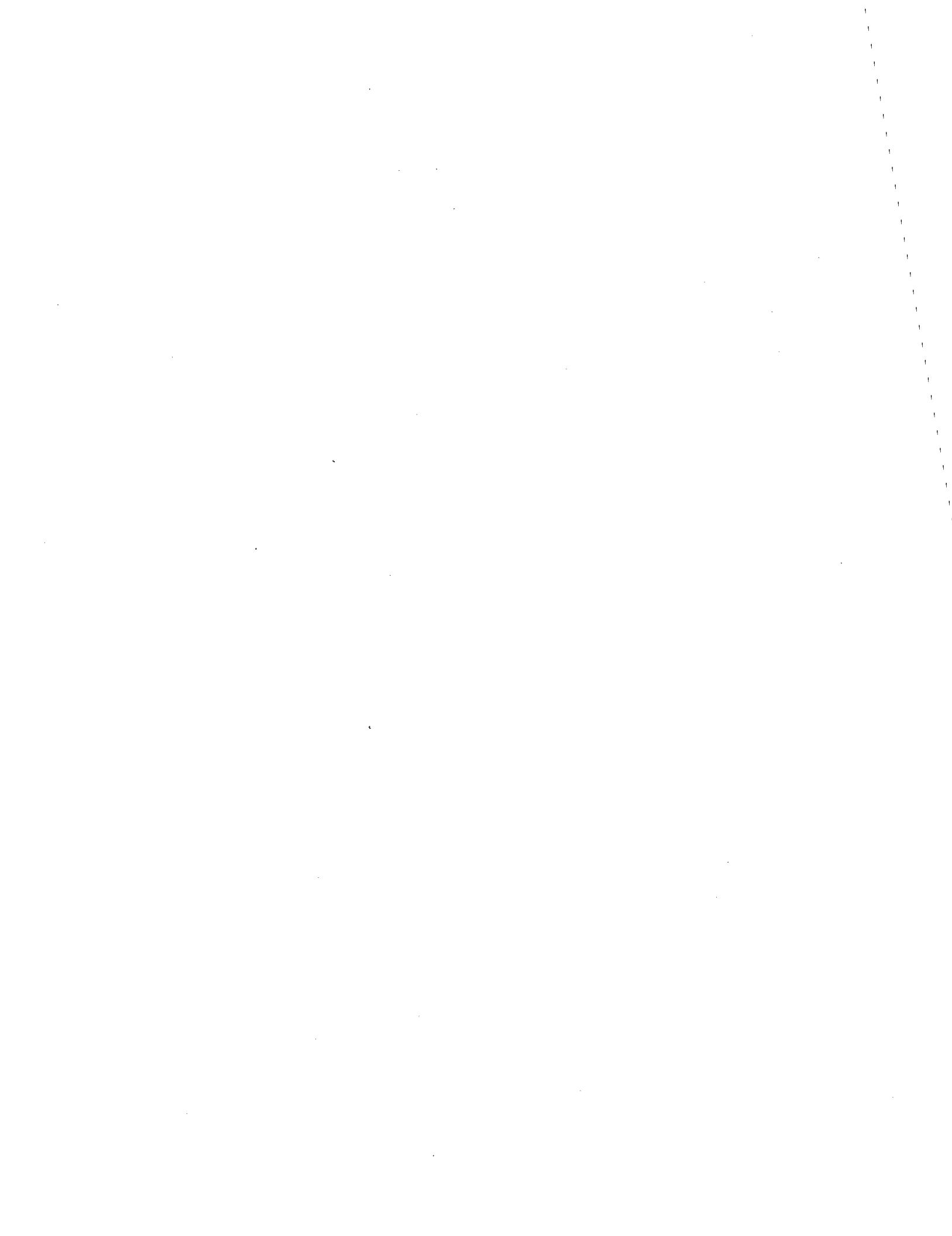
Model Year Total:	104	104	104	104
		100.00%	100.00%	100.00%
<b>2003</b>				
LDGV	5	4	4	4
		80.00%	80.00%	80.00%
LDGT1	9	9	9	9
		100.00%	100.00%	100.00%
LDGT2	3	3	3	3
		100.00%	100.00%	100.00%
<b>Model Year Total:</b>	<b>17</b>	<b>16</b>	<b>16</b>	<b>16</b>
		94.12%	94.12%	94.12%
<b>2004</b>				
LDGV	32	32	32	32
		100.00%	100.00%	100.00%
LDGT1	14	14	14	14
		100.00%	100.00%	100.00%
LDGT2	7	7	7	7
		100.00%	100.00%	100.00%
<b>Model Year Total:</b>	<b>53</b>	<b>53</b>	<b>53</b>	<b>53</b>
		100.00%	100.00%	100.00%
<b>2005</b>				
LDGV	6	6	6	6
		100.00%	100.00%	100.00%
LDGT1	2	2	2	2
		100.00%	100.00%	100.00%
<b>Model Year Total:</b>	<b>8</b>	<b>8</b>	<b>8</b>	<b>8</b>
		100.00%	100.00%	100.00%
<b>2006</b>				
LDGT1	1	1	1	1
		100.00%	100.00%	100.00%
<b>Model Year Total:</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>
		100.00%	100.00%	100.00%

**Summary by Vehicle Type**

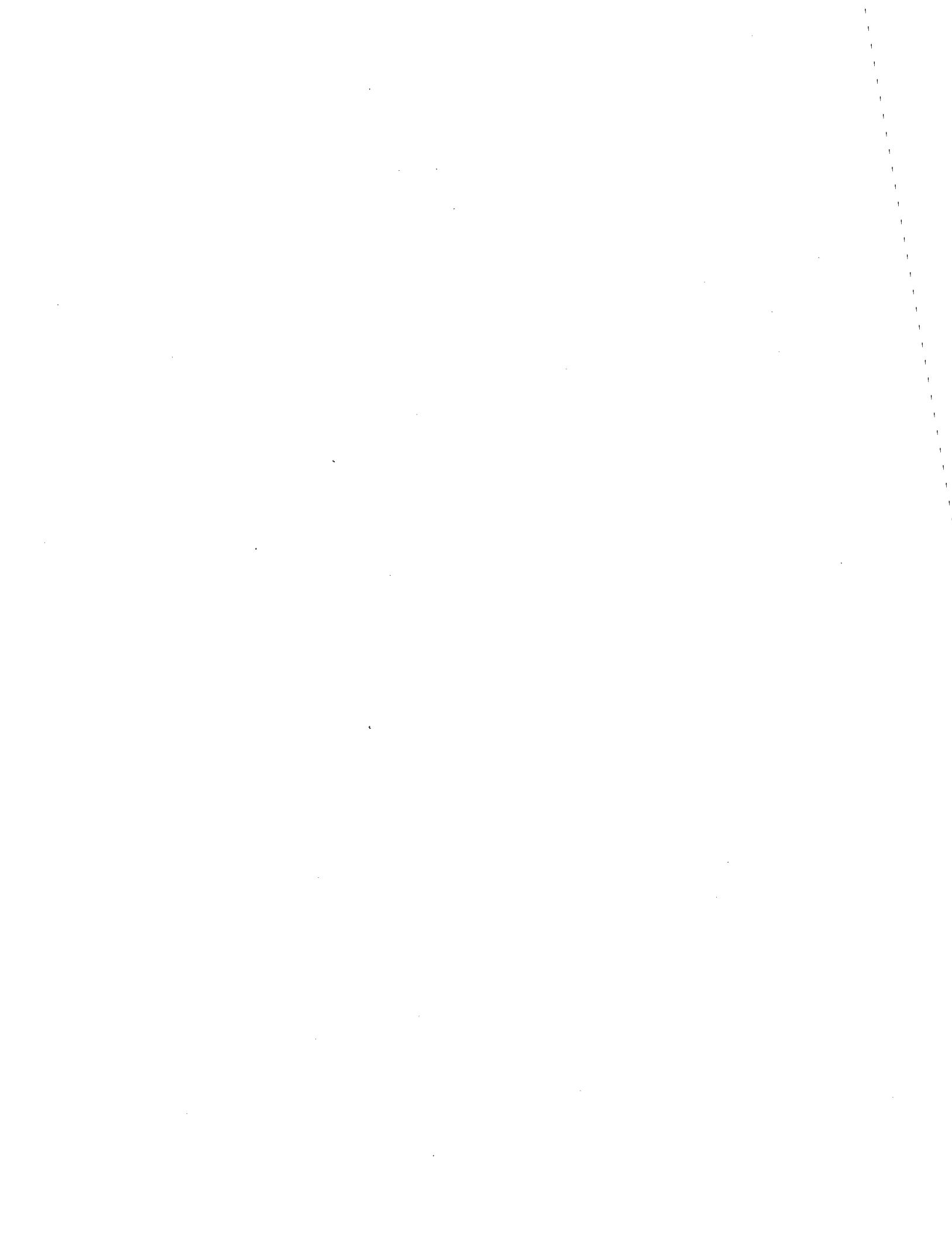
Vehicle Type	Total Cars Tested	Emissions Passed	HC Passed	CO Passed
LDGV:	785	624	638	689
		79.49%	81.27%	87.77%
LDGT1:	656	474	501	534
		72.26%	76.37%	81.40%
LDGT2:	379	272	286	327
		71.77%	75.46%	86.28%
<b>Overall Total:</b>	<b>1,820</b>	<b>1,370</b>	<b>1,425</b>	<b>1,550</b>
		75.27%	78.30%	85.16%

Version 1.2

**Save Report**



**TRANSIENT**



**MISSOURI*****Initial Reinspection Transient  
Emissions Passed Report***

06-Feb-2007 08:54:15

From:01-Jan-2006 To:31-Dec-2006

Stations:1,2,3,4,5,6,7,8,9,10

**Vehicle Type**

LDGV Light Duty Gas Vehicle

LDGT1 Light Duty Gas Truck less than 6,000 lbs

LDGT2 Light Duty Gas Truck between 6,000 and 8,500 lbs

Model Year	Vehicle Type	All Cars Tested:	Emissions Passed	HC Passed	CO Passed	NOX Passed
<b>1981</b>						
	LDGV	24	7 29.17%	7 29.17%	14 58.33%	19 79.17%
	LDGT1	10	5 50.00%	5 50.00%	8 80.00%	8 80.00%
	LDGT2	2	2 100.00%	2 100.00%	2 100.00%	2 100.00%
	<b>Model Year Total:</b>	<b>36</b>	<b>14 38.89%</b>	<b>14 38.89%</b>	<b>24 66.67%</b>	<b>29 80.56%</b>
<b>1982</b>						
	LDGV	176	79 44.89%	82 46.59%	127 72.16%	134 76.14%
	LDGT1	43	29 67.44%	29 67.44%	35 81.40%	42 97.67%
	LDGT2	15	10 66.67%	12 80.00%	13 86.67%	14 93.33%
	<b>Model Year Total:</b>	<b>234</b>	<b>118 50.43%</b>	<b>123 52.56%</b>	<b>175 74.79%</b>	<b>190 81.20%</b>
<b>1983</b>						
	LDGV	90	36 40.00%	41 45.56%	53 58.89%	65 72.22%
	LDGT1	20	15 75.00%	16 80.00%	17 85.00%	19 95.00%
	LDGT2	8	4 50.00%	4 50.00%	6 75.00%	6 75.00%
	<b>Model Year Total:</b>	<b>118</b>	<b>55 46.61%</b>	<b>61 51.69%</b>	<b>76 64.41%</b>	<b>90 76.27%</b>
<b>1984</b>						
	LDGV	504	188 37.30%	227 45.04%	306 60.71%	365 72.42%
	LDGT1	169	94 55.62%	95 56.21%	128 75.74%	157 92.90%
	LDGT2	86	44 51.16%	44 51.16%	65 75.58%	77 89.53%
	<b>Model Year Total:</b>	<b>759</b>	<b>326 42.95%</b>	<b>366 48.22%</b>	<b>499 65.74%</b>	<b>599 78.92%</b>
<b>1985</b>						
	LDGV	231	76 32.90%	89 38.53%	140 60.61%	154 66.67%
	LDGT1	91	38 41.76%	39 42.86%	61 67.03%	80 87.91%
	LDGT2	30	12	13	17	28

		40.00%	43.33%	56.67%	93.33%
<b>Model Year Total:</b>	<b>352</b>	<b>126</b>	<b>141</b>	<b>218</b>	<b>262</b>
		<b>35.80%</b>	<b>40.06%</b>	<b>61.93%</b>	<b>74.43%</b>
<b>1986</b>					
	<b>LDGV</b>	761	350	386	544
			45.99%	50.72%	71.48%
	<b>LDGT1</b>	263	141	144	199
			53.61%	54.75%	75.67%
	<b>LDGT2</b>	149	77	78	105
			51.68%	52.35%	70.47%
<b>Model Year Total:</b>	<b>1,173</b>	<b>568</b>	<b>608</b>	<b>848</b>	<b>948</b>
		<b>48.42%</b>	<b>51.83%</b>	<b>72.29%</b>	<b>80.82%</b>
<b>1987</b>					
	<b>LDGV</b>	378	158	170	267
			41.80%	44.97%	70.63%
	<b>LDGT1</b>	99	44	44	82
			44.44%	44.44%	82.83%
	<b>LDGT2</b>	52	30	30	45
			57.69%	57.69%	86.54%
<b>Model Year Total:</b>	<b>529</b>	<b>232</b>	<b>244</b>	<b>394</b>	<b>396</b>
		<b>43.86%</b>	<b>46.12%</b>	<b>74.48%</b>	<b>74.86%</b>
<b>1988</b>					
	<b>LDGV</b>	1,106	577	634	874
			52.17%	57.32%	79.02%
	<b>LDGT1</b>	369	217	225	332
			58.81%	60.98%	89.97%
	<b>LDGT2</b>	165	102	103	143
			61.82%	62.42%	86.67%
<b>Model Year Total:</b>	<b>1,640</b>	<b>896</b>	<b>962</b>	<b>1,349</b>	<b>1,258</b>
		<b>54.63%</b>	<b>58.66%</b>	<b>82.26%</b>	<b>76.71%</b>
<b>1989</b>					
	<b>LDGV</b>	565	256	273	420
			45.31%	48.32%	74.34%
	<b>LDGT1</b>	169	102	106	141
			60.36%	62.72%	83.43%
	<b>LDGT2</b>	72	43	45	67
			59.72%	62.50%	93.06%
<b>Model Year Total:</b>	<b>806</b>	<b>401</b>	<b>424</b>	<b>628</b>	<b>597</b>
		<b>49.75%</b>	<b>52.61%</b>	<b>77.92%</b>	<b>74.07%</b>
<b>1990</b>					
	<b>LDGV</b>	1,572	849	924	1,252
			54.01%	58.78%	79.64%
	<b>LDGT1</b>	415	267	276	364
			64.34%	66.51%	87.71%
	<b>LDGT2</b>	146	92	93	134
			63.01%	63.70%	91.78%
<b>Model Year Total:</b>	<b>2,133</b>	<b>1,208</b>	<b>1,293</b>	<b>1,750</b>	<b>1,633</b>
		<b>56.63%</b>	<b>60.62%</b>	<b>82.04%</b>	<b>76.56%</b>
<b>1991</b>					
	<b>LDGV</b>	746	365	403	589
			48.93%	54.02%	78.95%
			100	100	100
			100	100	100

	<b>LDGT1</b>	191	124	127	170	162
			64.92%	66.49%	89.01%	84.82%
	<b>LDGT2</b>	50	23	24	36	42
			46.00%	48.00%	72.00%	84.00%
	<b>Model Year Total:</b>	<b>987</b>	<b>512</b>	<b>554</b>	<b>795</b>	<b>728</b>
			<b>51.87%</b>	<b>56.13%</b>	<b>80.55%</b>	<b>73.76%</b>
<b>1992</b>						
	<b>LDGV</b>	2,153	1,290	1,365	1,765	1,734
			59.92%	63.40%	81.98%	80.54%
	<b>LDGT1</b>	581	349	363	509	469
			60.07%	62.48%	87.61%	80.72%
	<b>LDGT2</b>	309	181	181	289	273
			58.58%	58.58%	93.53%	88.35%
	<b>Model Year Total:</b>	<b>3,043</b>	<b>1,820</b>	<b>1,909</b>	<b>2,563</b>	<b>2,476</b>
			<b>59.81%</b>	<b>62.73%</b>	<b>84.23%</b>	<b>81.37%</b>
<b>1993</b>						
	<b>LDGV</b>	890	507	549	732	682
			56.97%	61.69%	82.25%	76.63%
	<b>LDGT1</b>	207	126	130	182	169
			60.87%	62.80%	87.92%	81.64%
	<b>LDGT2</b>	89	50	50	86	83
			56.18%	56.18%	96.63%	93.26%
	<b>Model Year Total:</b>	<b>1,186</b>	<b>683</b>	<b>729</b>	<b>1,000</b>	<b>934</b>
			<b>57.59%</b>	<b>61.47%</b>	<b>84.32%</b>	<b>78.75%</b>
<b>1994</b>						
	<b>LDGV</b>	1,892	1,215	1,279	1,674	1,549
			64.22%	67.60%	88.48%	81.87%
	<b>LDGT1</b>	704	520	534	667	610
			73.86%	75.85%	94.74%	86.65%
	<b>LDGT2</b>	367	247	251	357	307
			67.30%	68.39%	97.28%	83.65%
	<b>Model Year Total:</b>	<b>2,963</b>	<b>1,982</b>	<b>2,064</b>	<b>2,698</b>	<b>2,466</b>
			<b>66.89%</b>	<b>69.66%</b>	<b>91.06%</b>	<b>83.23%</b>
<b>1995</b>						
	<b>LDGV</b>	832	516	532	727	689
			62.02%	63.94%	87.38%	82.81%
	<b>LDGT1</b>	249	163	173	232	203
			65.46%	69.48%	93.17%	81.53%
	<b>LDGT2</b>	128	76	78	121	106
			59.38%	60.94%	94.53%	82.81%
	<b>Model Year Total:</b>	<b>1,209</b>	<b>755</b>	<b>783</b>	<b>1,080</b>	<b>998</b>
			<b>62.45%</b>	<b>64.76%</b>	<b>89.33%</b>	<b>82.55%</b>
<b>1996</b>						
	<b>LDGV</b>	21	15	17	20	18
			71.43%	80.95%	95.24%	85.71%
	<b>LDGT2</b>	1	1	1	1	1
			100.00%	100.00%	100.00%	100.00%
	<b>Model Year Total:</b>	<b>22</b>	<b>16</b>	<b>18</b>	<b>21</b>	<b>19</b>
			<b>72.73%</b>	<b>81.82%</b>	<b>95.45%</b>	<b>86.36%</b>
<b>1997</b>						
	<b>LDGV</b>	18	18	18	18	18
			100.00%	100.00%	100.00%	100.00%

		100.00%	100.00%	100.00%	100.00%
<b>Model Year Total:</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>
		<b>100.00%</b>	<b>100.00%</b>	<b>100.00%</b>	<b>100.00%</b>
<b>1998</b>					
LDGV	117	115	117	117	115
		98.29%	100.00%	100.00%	98.29%
<b>Model Year Total:</b>	<b>117</b>	<b>115</b>	<b>117</b>	<b>117</b>	<b>115</b>
		<b>98.29%</b>	<b>100.00%</b>	<b>100.00%</b>	<b>98.29%</b>
<b>2002</b>					
LDGV	3	3	3	3	3
		100.00%	100.00%	100.00%	100.00%
<b>Model Year Total:</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>
		<b>100.00%</b>	<b>100.00%</b>	<b>100.00%</b>	<b>100.00%</b>
<b>2003</b>					
LDGV	1	1	1	1	1
		100.00%	100.00%	100.00%	100.00%
<b>Model Year Total:</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>
		<b>100.00%</b>	<b>100.00%</b>	<b>100.00%</b>	<b>100.00%</b>

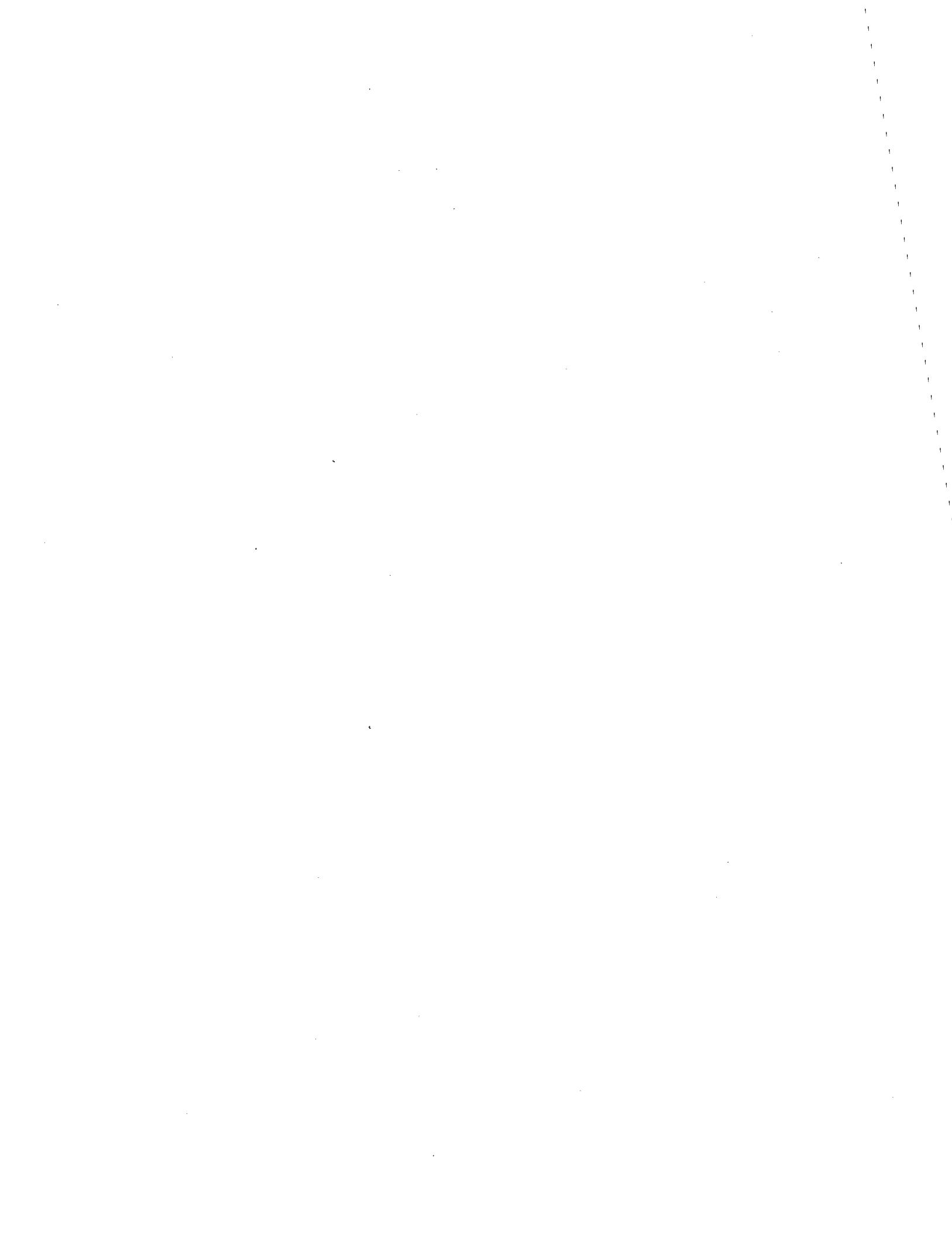
**Summary by Vehicle Type**

Vehicle Type	All Cars Tested:	Emissions Passed	HC Passed	CO Passed	NOX Passed
LDGV:	12,080	6,621	7,117	9,643	9,307
		54.81%	58.92%	79.83%	77.04%
LDGT1:	3,580	2,234	2,306	3,127	3,009
		62.40%	64.41%	87.35%	84.05%
LDGT2:	1,669	994	1,009	1,487	1,444
		59.56%	60.46%	89.10%	86.52%
<b>Overall Total:</b>	<b>17,329</b>	<b>9,849</b>	<b>10,432</b>	<b>14,257</b>	<b>13,760</b>
		<b>56.84%</b>	<b>60.20%</b>	<b>82.27%</b>	<b>79.40%</b>

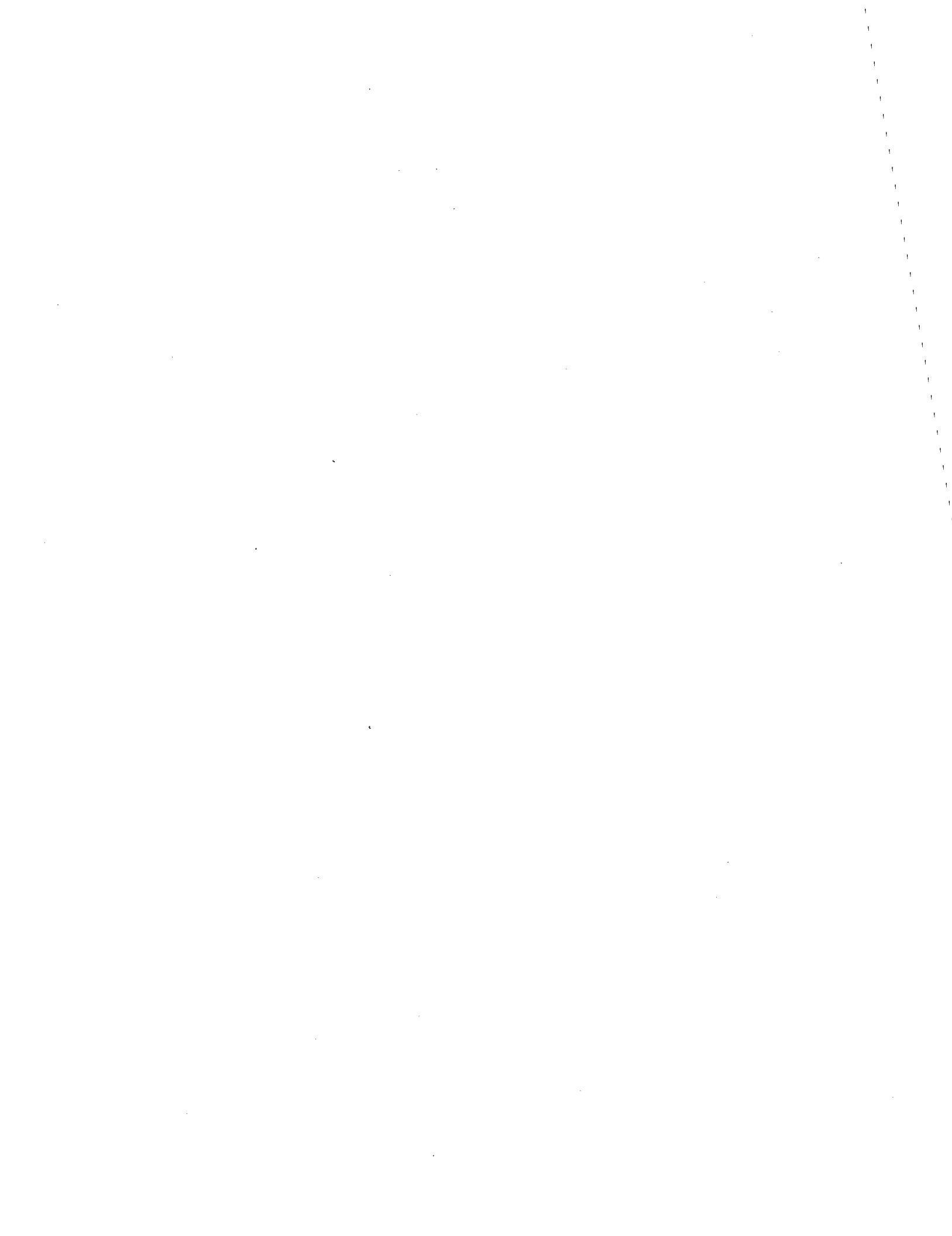
Version 1.2

**Save Report**

# **Attachment 5**



**IDLE**



**MISSOURI*****Multiple Reinspection Idle  
Emissions Passed Report***

06-Feb-2007 08:56:36

**Vehicle Type**

LDGV Light Duty Gas Vehicle

LDGT1 Light Duty Gas Truck less than 6,001 lbs

LDGT2 Light Duty Gas Truck between 6,001 and 8,500 lbs

From: 01-Jan-2006 To: 31-Dec-2006

Stations: 1,2,3,4,5,6,7,8,9,10,11,12,15,16

Model Year	Vehicle Type	All Pass Fail Emissions	Passed Tests	HC Passed	CO Passed
<b>1981</b>	<b>LDGV</b>	4	0	0	0
			0.00%	0.00%	0.00%
	<b>LDGT1</b>	2	2	2	2
			100.00%	100.00%	100.00%
	<b>Total for 1981:</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>2</b>
			<b>33.33%</b>	<b>33.33%</b>	<b>33.33%</b>
<b>1982</b>	<b>LDGV</b>	7	1	2	1
			14.29%	28.57%	14.29%
	<b>LDGT1</b>	19	3	8	13
			15.79%	42.11%	68.42%
	<b>LDGT2</b>	7	4	4	6
			57.14%	57.14%	85.71%
	<b>Total for 1982:</b>	<b>33</b>	<b>8</b>	<b>14</b>	<b>20</b>
			<b>24.24%</b>	<b>42.42%</b>	<b>60.61%</b>
<b>1983</b>	<b>LDGV</b>	11	7	9	7
			63.64%	81.82%	63.64%
	<b>LDGT1</b>	9	2	5	2
			22.22%	55.56%	22.22%
	<b>LDGT2</b>	5	3	4	4
			60.00%	80.00%	80.00%
	<b>Total for 1983:</b>	<b>25</b>	<b>12</b>	<b>18</b>	<b>13</b>
			<b>48.00%</b>	<b>72.00%</b>	<b>52.00%</b>
<b>1984</b>	<b>LDGV</b>	24	6	7	14
			25.00%	29.17%	58.33%
	<b>LDGT1</b>	16	6	6	10
			37.50%	37.50%	62.50%
	<b>LDGT2</b>	18	7	10	10
			38.89%	55.56%	55.56%
	<b>Total for 1984:</b>	<b>58</b>	<b>19</b>	<b>23</b>	<b>34</b>
			<b>32.76%</b>	<b>39.66%</b>	<b>58.62%</b>
<b>1985</b>	<b>LDGV</b>	10	6	6	9
			60.00%	60.00%	90.00%
	<b>LDGT1</b>	12	7	10	8
			58.33%	83.33%	66.67%
	<b>LDGT2</b>	12	4	7	5

		33.33%	58.33%	41.67%
<b>Total for 1985:</b>	<b>34</b>	<b>17</b>	<b>23</b>	<b>22</b>
		<b>50.00%</b>	<b>67.65%</b>	<b>64.71%</b>
<b>1986</b>				
LDGV	15	5	7	8
		33.33%	46.67%	53.33%
LDGT1	57	11	22	27
		19.30%	38.60%	47.37%
LDGT2	15	8	9	12
		53.33%	60.00%	80.00%
<b>Total for 1986:</b>	<b>87</b>	<b>24</b>	<b>38</b>	<b>47</b>
		<b>27.59%</b>	<b>43.68%</b>	<b>54.02%</b>
<b>1987</b>				
LDGV	7	2	2	4
		28.57%	28.57%	57.14%
LDGT1	24	14	17	17
		58.33%	70.83%	70.83%
LDGT2	3	1	1	2
		33.33%	33.33%	66.67%
<b>Total for 1987:</b>	<b>34</b>	<b>17</b>	<b>20</b>	<b>23</b>
		<b>50.00%</b>	<b>58.82%</b>	<b>67.65%</b>
<b>1988</b>				
LDGV	16	9	9	14
		56.25%	56.25%	87.50%
LDGT1	44	20	27	25
		45.45%	61.36%	56.82%
LDGT2	18	6	10	8
		33.33%	55.56%	44.44%
<b>Total for 1988:</b>	<b>78</b>	<b>35</b>	<b>46</b>	<b>47</b>
		<b>44.87%</b>	<b>58.97%</b>	<b>60.26%</b>
<b>1989</b>				
LDGV	14	3	5	5
		21.43%	35.71%	35.71%
LDGT1	19	6	8	7
		31.58%	42.11%	36.84%
LDGT2	7	2	3	3
		28.57%	42.86%	42.86%
<b>Total for 1989:</b>	<b>40</b>	<b>11</b>	<b>16</b>	<b>15</b>
		<b>27.50%</b>	<b>40.00%</b>	<b>37.50%</b>
<b>1990</b>				
LDGV	21	10	10	15
		47.62%	47.62%	71.43%
LDGT1	25	16	21	16
		64.00%	84.00%	64.00%
LDGT2	11	6	6	11
		54.55%	54.55%	100.00%
<b>Total for 1990:</b>	<b>57</b>	<b>32</b>	<b>37</b>	<b>42</b>
		<b>56.14%</b>	<b>64.91%</b>	<b>73.68%</b>
<b>1991</b>				
LDGV	-	-	-	-

	<b>LDGV</b>	14	/	/	8
			50.00%	50.00%	57.14%
	<b>LDGT1</b>	19	6	6	9
			31.58%	31.58%	47.37%
	<b>LDGT2</b>	3	2	2	3
			66.67%	66.67%	100.00%
	<b>Total for 1991:</b>	<b>36</b>	<b>15</b>	<b>15</b>	<b>20</b>
			<b>41.67%</b>	<b>41.67%</b>	<b>55.56%</b>
<b>1992</b>					
	<b>LDGV</b>	43	17	17	26
			39.53%	39.53%	60.47%
	<b>LDGT1</b>	23	13	13	18
			56.52%	56.52%	78.26%
	<b>LDGT2</b>	10	5	6	8
			50.00%	60.00%	80.00%
	<b>Total for 1992:</b>	<b>76</b>	<b>35</b>	<b>36</b>	<b>52</b>
			<b>46.05%</b>	<b>47.37%</b>	<b>68.42%</b>
<b>1993</b>					
	<b>LDGV</b>	21	13	13	16
			61.90%	61.90%	76.19%
	<b>LDGT1</b>	8	7	7	7
			87.50%	87.50%	87.50%
	<b>LDGT2</b>	6	2	2	3
			33.33%	33.33%	50.00%
	<b>Total for 1993:</b>	<b>35</b>	<b>22</b>	<b>22</b>	<b>26</b>
			<b>62.86%</b>	<b>62.86%</b>	<b>74.29%</b>
<b>1994</b>					
	<b>LDGV</b>	22	11	13	16
			50.00%	59.09%	72.73%
	<b>LDGT1</b>	27	8	8	16
			29.63%	29.63%	59.26%
	<b>LDGT2</b>	26	13	13	24
			50.00%	50.00%	92.31%
	<b>Total for 1994:</b>	<b>75</b>	<b>32</b>	<b>34</b>	<b>56</b>
			<b>42.67%</b>	<b>45.33%</b>	<b>74.67%</b>
<b>1995</b>					
	<b>LDGV</b>	23	14	14	17
			60.87%	60.87%	73.91%
	<b>LDGT1</b>	7	2	2	6
			28.57%	28.57%	85.71%
	<b>LDGT2</b>	13	5	5	11
			38.46%	38.46%	84.62%
	<b>Total for 1995:</b>	<b>43</b>	<b>21</b>	<b>21</b>	<b>34</b>
			<b>48.84%</b>	<b>48.84%</b>	<b>79.07%</b>
<b>1996</b>					
	<b>LDGV</b>	5	4	4	5
			80.00%	80.00%	100.00%
	<b>LDGT1</b>	2	2	2	2
			100.00%	100.00%	100.00%
	<b>LDGT2</b>	2	1	1	1

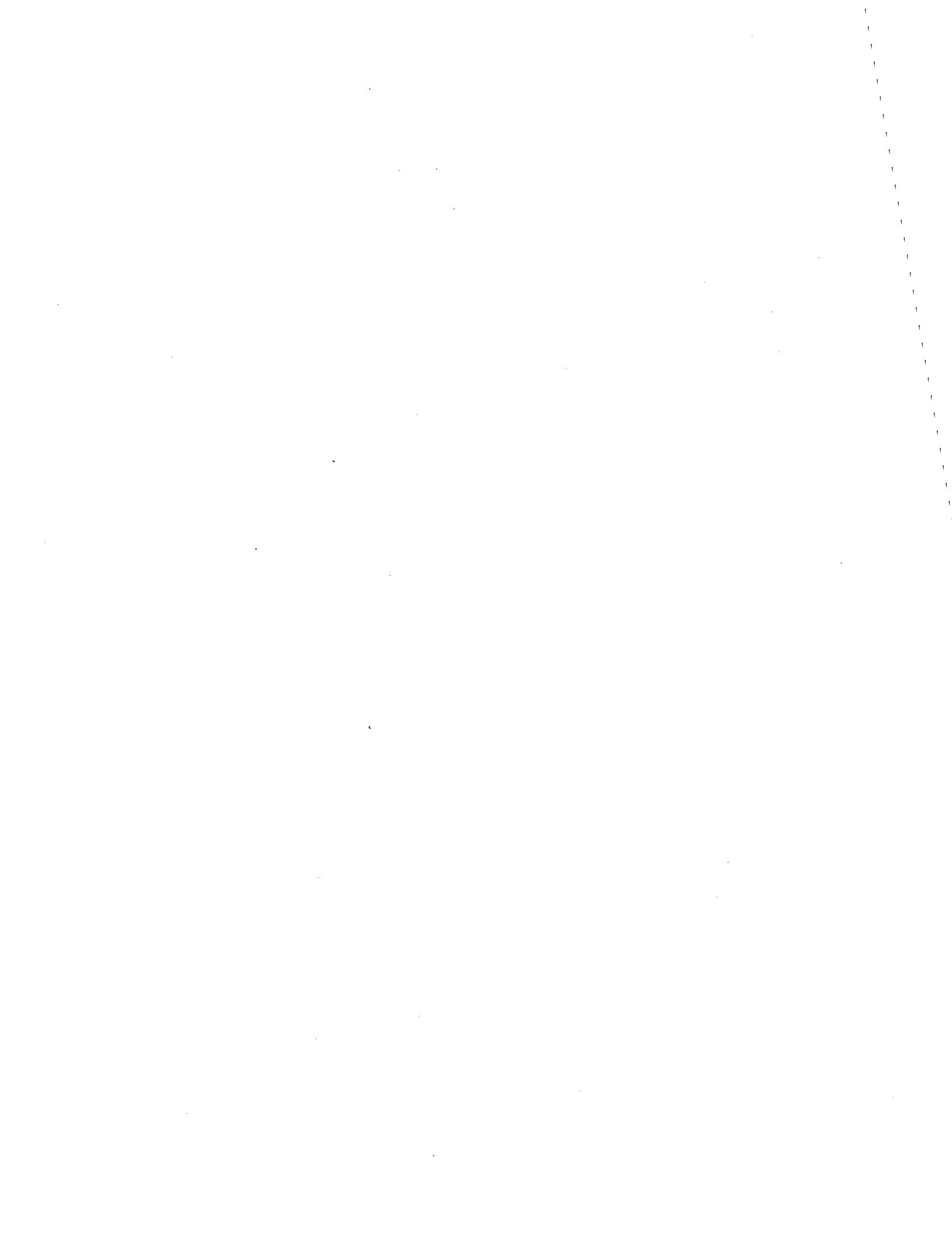
	<b>LDGT2</b>		50.00%	50.00%	50.00%
	<b>Total for 1996:</b>	<b>9</b>	<b>7</b>	<b>7</b>	<b>8</b>
			<b>77.78%</b>	<b>77.78%</b>	<b>88.89%</b>
<b>1997</b>					
	<b>LDGV</b>	2	1	1	1
			50.00%	50.00%	50.00%
	<b>LDGT1</b>	2	2	2	2
			100.00%	100.00%	100.00%
	<b>Total for 1997:</b>	<b>4</b>	<b>3</b>	<b>3</b>	<b>3</b>
			<b>75.00%</b>	<b>75.00%</b>	<b>75.00%</b>
<b>1998</b>					
	<b>LDGV</b>	4	3	3	4
			75.00%	75.00%	100.00%
	<b>LDGT1</b>	5	4	4	5
			80.00%	80.00%	100.00%
	<b>LDGT2</b>	5	3	3	5
			60.00%	60.00%	100.00%
	<b>Total for 1998:</b>	<b>14</b>	<b>10</b>	<b>10</b>	<b>14</b>
			<b>71.43%</b>	<b>71.43%</b>	<b>100.00%</b>
<b>1999</b>					
	<b>LDGV</b>	1	1	1	1
			100.00%	100.00%	100.00%
	<b>LDGT1</b>	1	1	1	1
			100.00%	100.00%	100.00%
	<b>LDGT2</b>	1	1	1	1
			100.00%	100.00%	100.00%
	<b>Total for 1999:</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>
			<b>100.00%</b>	<b>100.00%</b>	<b>100.00%</b>
<b>2000</b>					
	<b>LDGV</b>	2	2	2	2
			100.00%	100.00%	100.00%
	<b>LDGT1</b>	1	1	1	1
			100.00%	100.00%	100.00%
	<b>Total for 2000:</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>
			<b>100.00%</b>	<b>100.00%</b>	<b>100.00%</b>
<b>2001</b>					
	<b>LDGT1</b>	1	1	1	1
			100.00%	100.00%	100.00%
	<b>Total for 2001:</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>
			<b>100.00%</b>	<b>100.00%</b>	<b>100.00%</b>
<b>2002</b>					
	<b>LDGV</b>	1	1	1	1
			100.00%	100.00%	100.00%
	<b>LDGT1</b>	1	1	1	1
			100.00%	100.00%	100.00%
	<b>Total for 2002:</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>
			<b>100.00%</b>	<b>100.00%</b>	<b>100.00%</b>
<b>2003</b>					
	<b>LDGV</b>	1	0	0	1

		0.00%	0.00%	100.00%
<b>LDGT1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>
		100.00%	100.00%	100.00%
<b>Total for 2003:</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>2</b>
		<b>50.00%</b>	<b>50.00%</b>	<b>100.00%</b>
<b>2004</b>				
<b>LDGT2</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>
		100.00%	100.00%	100.00%
<b>Total for 2004:</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>
		<b>100.00%</b>	<b>100.00%</b>	<b>100.00%</b>

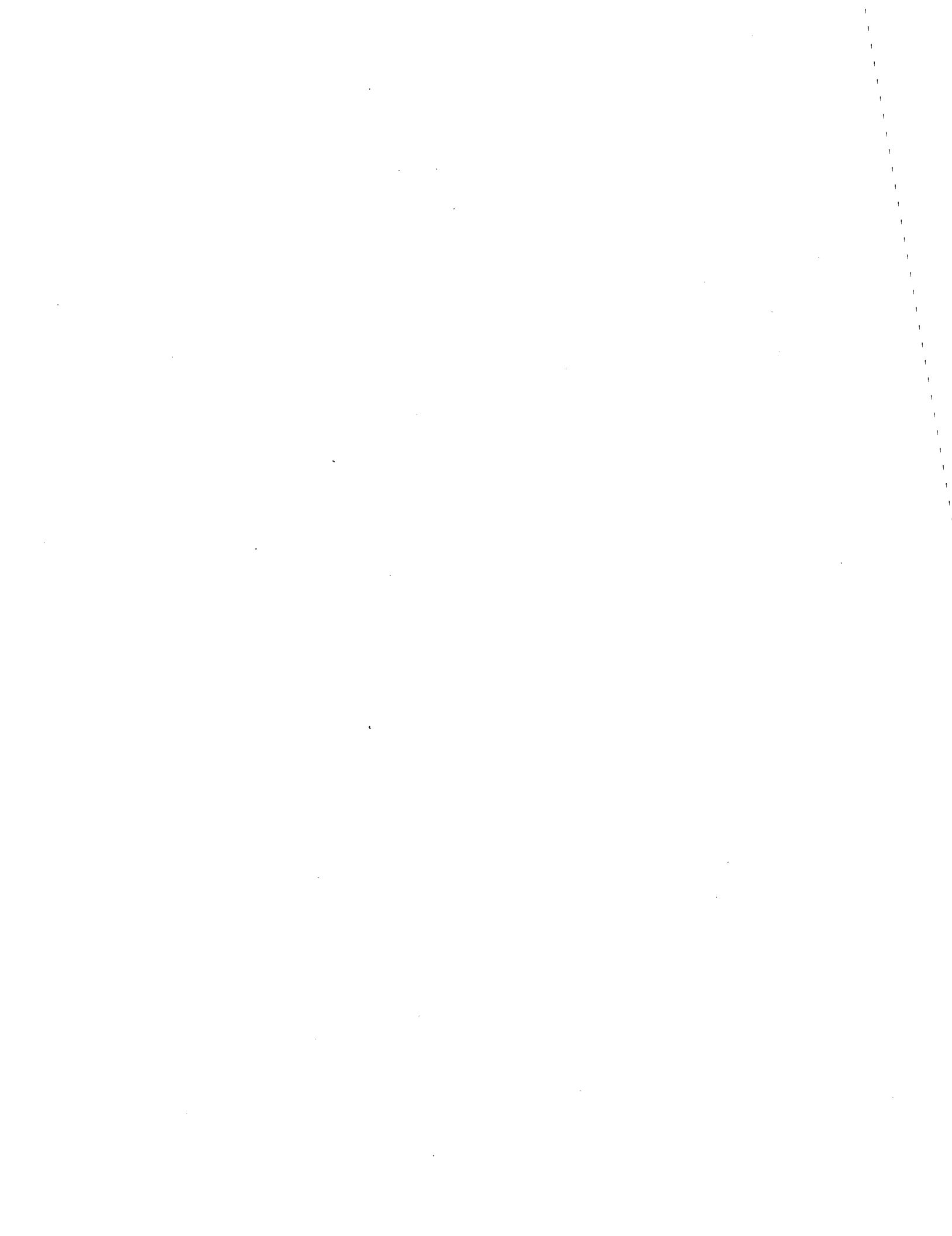
**Summary by Vehicle Type**

Vehicle Type	All Pass Fail Emissions	Passed Tests	HC Passed	CO Passed
<b>LDGV:</b>	268	123	133	175
		45.90%	49.63%	65.30%
<b>LDGT1:</b>	325	136	175	197
		41.85%	53.85%	60.62%
<b>LDGT2:</b>	163	74	88	118
		45.40%	53.99%	72.39%
<b>Overall Total:</b>	<b>756</b>	<b>333</b>	<b>396</b>	<b>490</b>
		<b>44.05%</b>	<b>52.38%</b>	<b>64.81%</b>

Version 1.2



**TRANSIENT**



**MISSOURI*****Multiple Reinspection Transient  
Emissions Passed Report***

06-Feb-2007 08:58:50

From: 01-Jan-2006 To: 31-Dec-2006

Stations: 1,2,3,4,5,6,7,8,9,10

**Vehicle Type**

LDGV Light Duty Gas Vehicle

LDGT1 Light Duty Gas Truck less than 6,001 lbs

LDGT2 Light Duty Gas Truck between 6,001 and 8,500 lbs

Model Year	Vehicle Type	All Pass Fail Transient Emissions	Pass			NOX Passed
			Passed Tests	HC Passed	CO Passed	
<b>1981</b>						
	LDGV	35	10 28.57%	11 31.43%	18 51.43%	31 88.57%
	LDGT1	10	4 40.00%	4 40.00%	10 100.00%	10 100.00%
	LDGT2	1	1 100.00%	1 100.00%	1 100.00%	1 100.00%
	<b>Total for 1981:</b>	<b>46</b>	<b>15 32.61%</b>	<b>16 34.78%</b>	<b>29 63.04%</b>	<b>42 91.30%</b>
<b>1982</b>						
	LDGV	208	51 24.52%	56 26.92%	118 56.73%	153 73.56%
	LDGT1	35	9 25.71%	9 25.71%	22 62.86%	34 97.14%
	LDGT2	16	3 18.75%	6 37.50%	9 56.25%	12 75.00%
	<b>Total for 1982:</b>	<b>259</b>	<b>63 24.32%</b>	<b>71 27.41%</b>	<b>149 57.53%</b>	<b>199 76.83%</b>
<b>1983</b>						
	LDGV	137	36 26.28%	41 29.93%	66 48.18%	86 62.77%
	LDGT1	4	2 50.00%	2 50.00%	2 50.00%	3 75.00%
	LDGT2	5	1 20.00%	1 20.00%	3 60.00%	3 60.00%
	<b>Total for 1983:</b>	<b>146</b>	<b>39 26.71%</b>	<b>44 30.14%</b>	<b>71 48.63%</b>	<b>92 63.01%</b>

		2001 / %	2002 / %	2003 / %	2004 / %
<b>1984</b>	<b>LDGV</b>	<b>647</b>	174 26.89%	196 30.29%	320 49.46%
	<b>LDGT1</b>	<b>155</b>	46 29.68%	46 29.68%	77 49.68%
	<b>LDGT2</b>	<b>84</b>	23 27.38%	23 27.38%	47 55.95%
	<b>Total for 1984:</b>	<b>886</b>	<b>243</b> <b>27.43%</b>	<b>265</b> <b>29.91%</b>	<b>444</b> <b>50.11%</b>
					<b>685</b> <b>77.31%</b>
<b>1985</b>	<b>LDGV</b>	<b>380</b>	90 23.68%	106 27.89%	210 55.26%
	<b>LDGT1</b>	<b>112</b>	33 29.46%	35 31.25%	65 58.04%
	<b>LDGT2</b>	<b>37</b>	9 24.32%	10 27.03%	20 54.05%
	<b>Total for 1985:</b>	<b>529</b>	<b>132</b> <b>24.95%</b>	<b>151</b> <b>28.54%</b>	<b>295</b> <b>55.77%</b>
					<b>385</b> <b>72.78%</b>
<b>1986</b>	<b>LDGV</b>	<b>793</b>	219 27.62%	255 32.16%	451 56.87%
	<b>LDGT1</b>	<b>271</b>	72 26.57%	76 28.04%	177 65.31%
	<b>LDGT2</b>	<b>183</b>	57 31.15%	62 33.88%	88 48.09%
	<b>Total for 1986:</b>	<b>1,247</b>	<b>348</b> <b>27.91%</b>	<b>393</b> <b>31.52%</b>	<b>716</b> <b>57.42%</b>
					<b>956</b> <b>76.66%</b>
<b>1987</b>	<b>LDGV</b>	<b>476</b>	129 27.10%	144 30.25%	317 66.60%
	<b>LDGT1</b>	<b>133</b>	39 29.32%	41 30.83%	90 67.67%
	<b>LDGT2</b>	<b>43</b>	14 32.56%	14 32.56%	30 69.77%
	<b>Total for 1987:</b>	<b>652</b>	<b>182</b> <b>27.91%</b>	<b>199</b> <b>30.52%</b>	<b>437</b> <b>67.02%</b>
					<b>466</b> <b>71.47%</b>

**1988**

		LDGV	474	510	505	440	440
<b>1988</b>			1,038	320	366	693	722
				30.83%	35.26%	66.76%	69.56%
		<b>LDGT1</b>	<b>232</b>	105	107	208	174
				45.26%	46.12%	89.66%	75.00%
		<b>LDGT2</b>	<b>124</b>	53	55	99	97
				42.74%	44.35%	79.84%	78.23%
		<b>Total for 1988:</b>	<b>1,394</b>	<b>478</b>	<b>528</b>	<b>1,000</b>	<b>993</b>
				<b>34.29%</b>	<b>37.88%</b>	<b>71.74%</b>	<b>71.23%</b>
<b>1989</b>							
		<b>LDGV</b>	<b>605</b>	200	227	421	440
				33.06%	37.52%	69.59%	72.73%
		<b>LDGT1</b>	<b>140</b>	52	55	103	94
				37.14%	39.29%	73.57%	67.14%
		<b>LDGT2</b>	<b>53</b>	20	20	48	33
				37.74%	37.74%	90.57%	62.26%
		<b>Total for 1989:</b>	<b>798</b>	<b>272</b>	<b>302</b>	<b>572</b>	<b>567</b>
				<b>34.09%</b>	<b>37.84%</b>	<b>71.68%</b>	<b>71.05%</b>
<b>1990</b>							
		<b>LDGV</b>	<b>1,272</b>	492	532	913	860
				38.68%	41.82%	71.78%	67.61%
		<b>LDGT1</b>	<b>245</b>	105	107	201	185
				42.86%	43.67%	82.04%	75.51%
		<b>LDGT2</b>	<b>99</b>	45	45	92	77
				45.45%	45.45%	92.93%	77.78%
		<b>Total for 1990:</b>	<b>1,616</b>	<b>642</b>	<b>684</b>	<b>1,206</b>	<b>1,122</b>
				<b>39.73%</b>	<b>42.33%</b>	<b>74.63%</b>	<b>69.43%</b>
<b>1991</b>							
		<b>LDGV</b>	<b>807</b>	266	298	567	545
				32.96%	36.93%	70.26%	67.53%
		<b>LDGT1</b>	<b>124</b>	52	53	106	97
				41.94%	42.74%	85.48%	78.23%
		<b>LDGT2</b>	<b>65</b>	23	23	55	63
				35.38%	35.38%	84.62%	96.92%
		<b>Total for 1991:</b>	<b>996</b>	<b>341</b>	<b>374</b>	<b>728</b>	<b>705</b>
				<b>34.24%</b>	<b>37.55%</b>	<b>73.09%</b>	<b>70.78%</b>
<b>1992</b>							
		<b>LDGV</b>	<b>474</b>	510	505	440	440

	<b>LDGV</b>	<b>1,514</b>	<b>542</b>	<b>590</b>	<b>1,112</b>	<b>1,159</b>
			34.43%	37.80%	70.65%	72.36%
	<b>LDGT1</b>	<b>386</b>	<b>163</b>	<b>174</b>	<b>338</b>	<b>278</b>
			42.23%	45.08%	87.56%	72.02%
	<b>LDGT2</b>	<b>250</b>	<b>92</b>	<b>92</b>	<b>225</b>	<b>208</b>
			36.80%	36.80%	90.00%	83.20%
	<b>Total for 1992:</b>	<b>2,210</b>	<b>797</b>	<b>861</b>	<b>1,675</b>	<b>1,625</b>
<b>1993</b>			<b>36.06%</b>	<b>38.96%</b>	<b>75.79%</b>	<b>73.53%</b>
	<b>LDGV</b>	<b>729</b>	<b>252</b>	<b>283</b>	<b>549</b>	<b>485</b>
			34.57%	38.82%	75.31%	66.53%
	<b>LDGT1</b>	<b>172</b>	<b>62</b>	<b>62</b>	<b>137</b>	<b>116</b>
			36.05%	36.05%	79.65%	67.44%
	<b>LDGT2</b>	<b>84</b>	<b>37</b>	<b>37</b>	<b>78</b>	<b>74</b>
			44.05%	44.05%	92.86%	88.10%
	<b>Total for 1993:</b>	<b>985</b>	<b>351</b>	<b>382</b>	<b>764</b>	<b>675</b>
<b>1994</b>			<b>35.63%</b>	<b>38.78%</b>	<b>77.56%</b>	<b>68.53%</b>
	<b>LDGV</b>	<b>1,241</b>	<b>413</b>	<b>455</b>	<b>982</b>	<b>874</b>
			33.28%	36.66%	79.13%	70.43%
	<b>LDGT1</b>	<b>306</b>	<b>131</b>	<b>135</b>	<b>260</b>	<b>253</b>
			42.81%	44.12%	84.97%	82.68%
	<b>LDGT2</b>	<b>199</b>	<b>89</b>	<b>90</b>	<b>189</b>	<b>145</b>
			44.72%	45.23%	94.97%	72.86%
	<b>Total for 1994:</b>	<b>1,746</b>	<b>633</b>	<b>680</b>	<b>1,431</b>	<b>1,272</b>
<b>1995</b>			<b>36.25%</b>	<b>38.95%</b>	<b>81.96%</b>	<b>72.85%</b>
	<b>LDGV</b>	<b>595</b>	<b>205</b>	<b>222</b>	<b>503</b>	<b>425</b>
			34.45%	37.31%	84.54%	71.43%
	<b>LDGT1</b>	<b>165</b>	<b>73</b>	<b>78</b>	<b>148</b>	<b>119</b>
			44.24%	47.27%	89.70%	72.12%
	<b>LDGT2</b>	<b>97</b>	<b>37</b>	<b>39</b>	<b>92</b>	<b>65</b>
			38.14%	40.21%	94.85%	67.01%
	<b>Total for 1995:</b>	<b>857</b>	<b>315</b>	<b>339</b>	<b>743</b>	<b>609</b>
<b>1996</b>			<b>36.76%</b>	<b>39.56%</b>	<b>86.70%</b>	<b>71.06%</b>
	<b>LDGV</b>	<b>21</b>	<b>19</b>	<b>19</b>	<b>19</b>	<b>21</b>
			<small>100.00%</small>	<small>100.00%</small>	<small>100.00%</small>	<small>100.00%</small>

		90.48%	90.48%	90.48%	100.00%
	<b>LDGT1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>
		100.00%	100.00%	100.00%	100.00%
	<b>Total for 1996:</b>	<b>22</b>	<b>20</b>	<b>20</b>	<b>22</b>
		<b>90.91%</b>	<b>90.91%</b>	<b>90.91%</b>	<b>100.00%</b>
<b>1997</b>					
	<b>LDGV</b>	<b>14</b>	<b>11</b>	<b>11</b>	<b>14</b>
		78.57%	78.57%	78.57%	100.00%
	<b>LDGT1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>
		100.00%	100.00%	100.00%	100.00%
	<b>Total for 1997:</b>	<b>15</b>	<b>12</b>	<b>12</b>	<b>15</b>
		<b>80.00%</b>	<b>80.00%</b>	<b>80.00%</b>	<b>100.00%</b>
<b>1998</b>					
	<b>LDGV</b>	<b>81</b>	<b>78</b>	<b>79</b>	<b>79</b>
		96.30%	97.53%	100.00%	97.53%
	<b>Total for 1998:</b>	<b>81</b>	<b>78</b>	<b>79</b>	<b>79</b>
		<b>96.30%</b>	<b>97.53%</b>	<b>100.00%</b>	<b>97.53%</b>
<b>2000</b>					
	<b>LDGT1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>
		100.00%	100.00%	100.00%	100.00%
	<b>Total for 2000:</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>
		<b>100.00%</b>	<b>100.00%</b>	<b>100.00%</b>	<b>100.00%</b>
<b>2002</b>					
	<b>LDGV</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>
		100.00%	100.00%	100.00%	100.00%
	<b>LDGT2</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>
		100.00%	100.00%	100.00%	100.00%
	<b>Total for 2002:</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>
		<b>100.00%</b>	<b>100.00%</b>	<b>100.00%</b>	<b>100.00%</b>

**Summary by Vehicle Type**

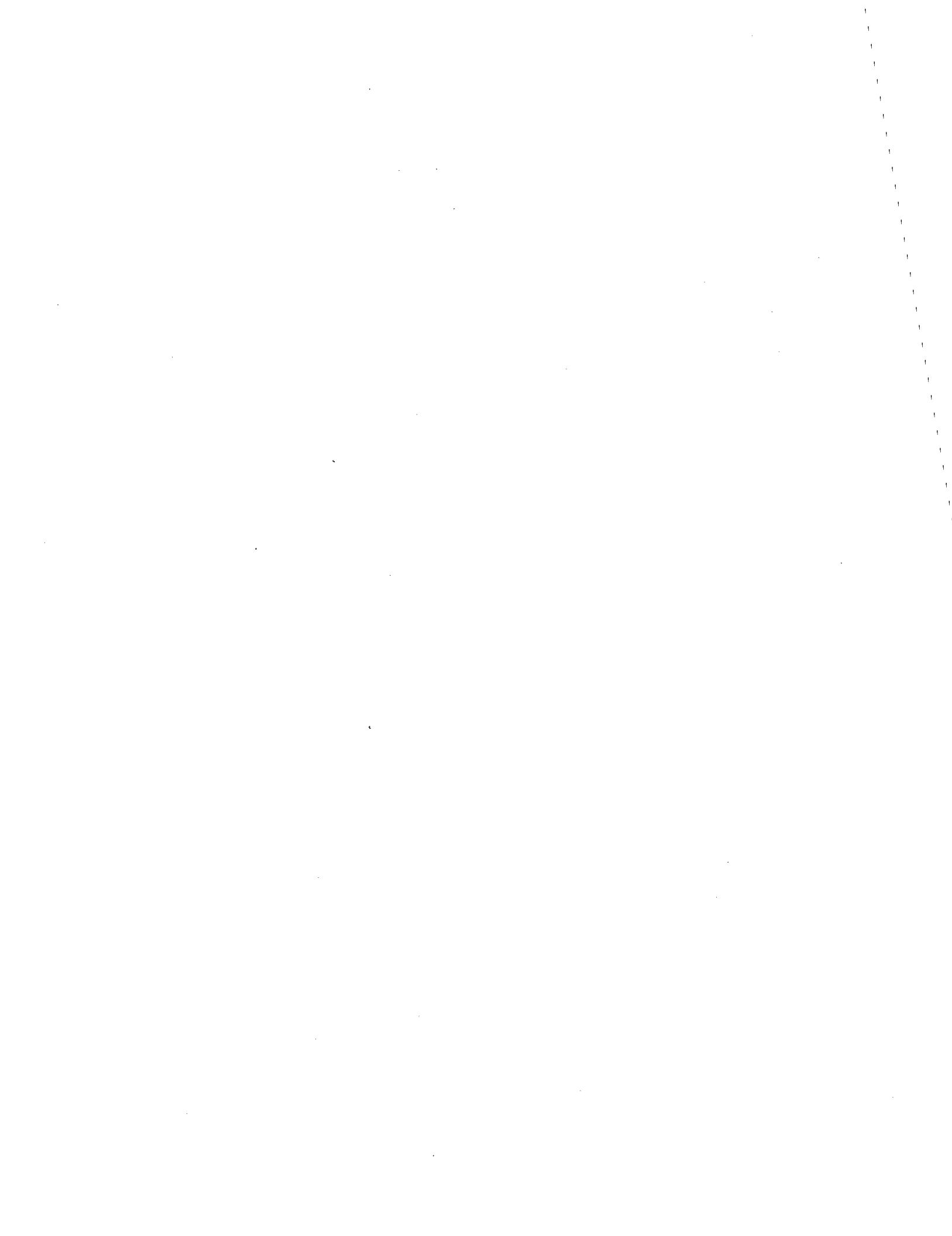
Vehicle Type	All Pass Transient Emissions	Passes Tests	HC Passed	CO Passed	NOX Passed
LDGV:	10,655	3,509 32.93%	3,898 36.58%	7,353 69.01%	7,472 70.13%
LDGT1:	2,493	951 38.15%	987 39.59%	1,947 78.10%	1,958 78.54%

<b>LDGT2:</b>	1,341	505	519	1,077	1,083
		37.66%	38.70%	80.31%	80.76%
<b>Overall Total:</b>	<b>14,489</b>	<b>4,965</b>	<b>5,404</b>	<b>10,377</b>	<b>10,513</b>
		<b>34.27%</b>	<b>37.30%</b>	<b>71.62%</b>	<b>72.56%</b>

Version 1.2

[Save Report](#)

# **Attachment 6**



**MISSOURI****Waiver Report**

02-Feb-2007 09:51:41

From: 01-Jan-2006 To: 31-Dec-2006

**Vehicle Type**

LDGV Light Duty Gas Vehicle

LDGT1 Light Duty Gas Truck less than 6,001 lbs

LDGT2 Light Duty Gas Truck between 6,001 and 8,500 lbs

OTHER\* May contain vehicles such as RSDs or Waivers where a type is not designated

Model Year	Vehicle Type	After 1st Fail		After 2nd Fail		After 3rd Fail		After 4th Fail		More than 4		Total
		Count	%	Count	%	Count	%	Count	%	Count	%	
1981	LDGV	0	0.00%	3	60.00%	0	0.00%	0	0.00%	2	40.00%	5
	Model Year Total:	0	0.00%	3	60.00%	0	0.00%	0	0.00%	2	40.00%	5
1982	LDGV	0	0.00%	6	26.09%	6	26.09%	6	26.09%	5	21.74%	23
	LDGT1	0	0.00%	0	0.00%	2	66.67%	0	0.00%	1	33.33%	3
	Model Year Total:	0	0.00%	6	23.08%	8	30.77%	6	23.08%	6	23.08%	26
1983	LDGV	0	0.00%	1	12.50%	1	12.50%	1	12.50%	5	62.50%	8
	LDGT1	0	0.00%	0	0.00%	0	0.00%	0	0.00%	2	100.00%	2
	LDGT2	0	0.00%	0	0.00%	1	100.00%	0	0.00%	0	0.00%	1
	Model Year Total:	0	0.00%	1	9.09%	2	18.18%	1	9.09%	7	63.64%	11
1984	LDGV	1	1.79%	16	28.57%	11	19.64%	8	14.29%	20	35.71%	56
	LDGT1	0	0.00%	3	27.27%	3	27.27%	1	9.09%	4	36.36%	11
	LDGT2	0	0.00%	1	14.29%	3	42.86%	0	0.00%	3	42.86%	7
	Model Year Total:	1	1.35%	20	27.03%	17	22.97%	9	12.16%	27	36.49%	74
1985	LDGV	0	0.00%	3	14.29%	1	4.76%	5	23.81%	12	57.14%	21
	LDGT1	0	0.00%	2	50.00%	1	25.00%	0	0.00%	1	25.00%	4
	LDGT2	0	0.00%	0	0.00%	0	0.00%	1	33.33%	2	66.67%	3
	Model Year Total:	0	0.00%	5	17.86%	2	7.14%	6	21.43%	15	53.57%	28
1986	LDGV	3	4.92%	11	18.03%	19	31.15%	9	14.75%	19	31.15%	61
	LDGT1	0	0.00%	4	30.77%	6	46.15%	1	7.69%	2	15.38%	13
	LDGT2	0	0.00%	1	10.00%	2	20.00%	2	20.00%	5	50.00%	10
	Model Year Total:	3	3.57%	16	19.05%	27	32.14%	12	14.29%	26	30.95%	84
1987	-----	-	-----	-	-----	-	-----	-	-----	-	-----	--

<b>Model Year Total:</b>	<b>1</b>	<b>2.13%</b>	<b>10</b>	<b>21.28%</b>	<b>11</b>	<b>23.40%</b>	<b>6</b>	<b>12.77%</b>	<b>19</b>	<b>40.43%</b>	<b>47</b>
<b>1994</b>											
LDGV	0	0.00%	16	21.92%	13	17.81%	15	20.55%	29	39.73%	73
LDGT1	0	0.00%	7	30.43%	3	13.04%	7	30.43%	6	26.09%	23
LDGT2	0	0.00%	4	44.44%	1	11.11%	3	33.33%	1	11.11%	9
<b>Model Year Total:</b>	<b>0</b>	<b>0.00%</b>	<b>27</b>	<b>25.71%</b>	<b>17</b>	<b>16.19%</b>	<b>25</b>	<b>23.81%</b>	<b>36</b>	<b>34.29%</b>	<b>105</b>
<b>1995</b>											
LDGV	0	0.00%	7	26.92%	3	11.54%	7	26.92%	9	34.62%	26
LDGT1	0	0.00%	3	37.50%	2	25.00%	2	25.00%	1	12.50%	8
LDGT2	0	0.00%	1	25.00%	2	50.00%	0	0.00%	1	25.00%	4
<b>Model Year Total:</b>	<b>0</b>	<b>0.00%</b>	<b>11</b>	<b>28.95%</b>	<b>7</b>	<b>18.42%</b>	<b>9</b>	<b>23.68%</b>	<b>11</b>	<b>28.95%</b>	<b>38</b>
<b>1996</b>											
LDGV	4	1.91%	92	44.02%	50	23.92%	28	13.40%	35	16.75%	209
LDGT1	0	0.00%	23	41.82%	17	30.91%	7	12.73%	8	14.55%	55
LDGT2	0	0.00%	14	45.16%	5	16.13%	7	22.58%	5	16.13%	31
OTHER	0	0.00%	1	50.00%	0	0.00%	1	50.00%	0	0.00%	2
<b>Model Year Total:</b>	<b>4</b>	<b>1.35%</b>	<b>130</b>	<b>43.77%</b>	<b>72</b>	<b>24.24%</b>	<b>43</b>	<b>14.48%</b>	<b>48</b>	<b>16.16%</b>	<b>297</b>
<b>1997</b>											
LDGV	1	2.17%	8	17.39%	9	19.57%	15	32.61%	13	28.26%	46
LDGT1	0	0.00%	4	28.57%	3	21.43%	3	21.43%	4	28.57%	14
LDGT2	0	0.00%	0	0.00%	3	50.00%	2	33.33%	1	16.67%	6
<b>Model Year Total:</b>	<b>1</b>	<b>1.52%</b>	<b>12</b>	<b>18.18%</b>	<b>15</b>	<b>22.73%</b>	<b>20</b>	<b>30.30%</b>	<b>18</b>	<b>27.27%</b>	<b>66</b>
<b>1998</b>											
LDGV	1	1.23%	33	40.74%	22	27.16%	11	13.58%	14	17.28%	81
LDGT1	0	0.00%	34	49.28%	16	23.19%	7	10.14%	12	17.39%	69
LDGT2	0	0.00%	6	37.50%	5	31.25%	1	6.25%	4	25.00%	16
OTHER	1	33.33%	1	33.33%	1	33.33%	0	0.00%	0	0.00%	3
<b>Model Year Total:</b>	<b>2</b>	<b>1.18%</b>	<b>74</b>	<b>43.79%</b>	<b>44</b>	<b>26.04%</b>	<b>19</b>	<b>11.24%</b>	<b>30</b>	<b>17.75%</b>	<b>169</b>
<b>1999</b>											
LDGV	0	0.00%	12	44.44%	7	25.93%	1	3.70%	7	25.93%	27
LDGT1	1	14.29%	2	28.57%	1	14.29%	2	28.57%	1	14.29%	7
LDGT2	0	0.00%	1	100.00%	0	0.00%	0	0.00%	0	0.00%	1
<b>Model Year Total:</b>	<b>1</b>	<b>2.86%</b>	<b>15</b>	<b>42.86%</b>	<b>8</b>	<b>22.86%</b>	<b>3</b>	<b>8.57%</b>	<b>8</b>	<b>22.86%</b>	<b>35</b>
<b>2000</b>											
LDGV	4	10.00%	19	47.50%	8	20.00%	5	12.50%	4	10.00%	40

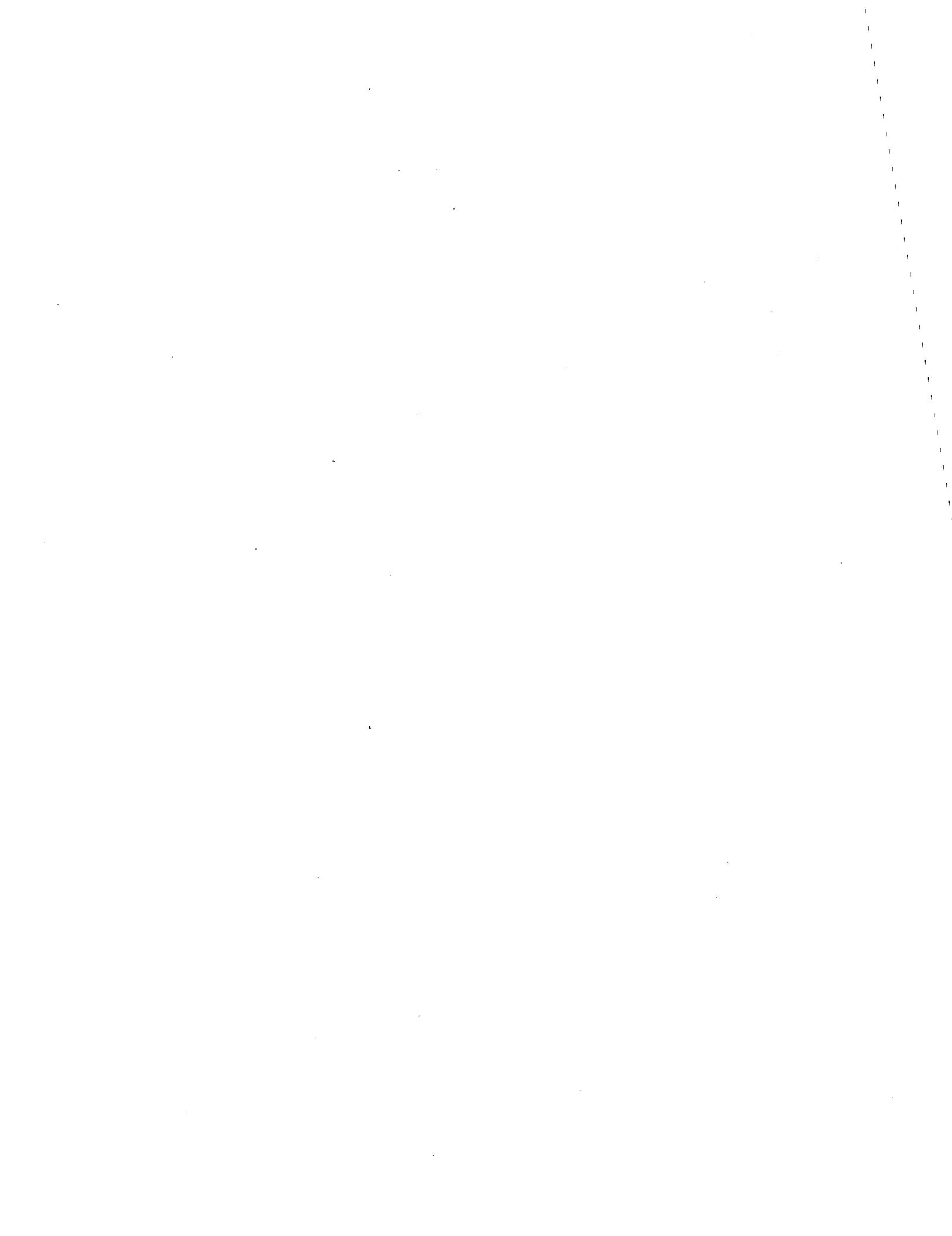
	<b>LDGT1</b>	0	0.00%	8	53.33%	4	26.67%	2	13.33%	1	6.67%	15
	<b>LDGT2</b>	1	20.00%	2	40.00%	0	0.00%	1	20.00%	1	20.00%	5
<b>Model Year Total:</b>	<b>2001</b>	<b>5</b>	<b>8.33%</b>	<b>29</b>	<b>48.33%</b>	<b>12</b>	<b>20.00%</b>	<b>8</b>	<b>13.33%</b>	<b>6</b>	<b>10.00%</b>	<b>60</b>
	<b>LDGV</b>	1	6.67%	3	20.00%	3	20.00%	3	20.00%	5	33.33%	15
	<b>LDGT1</b>	1	10.00%	3	30.00%	4	40.00%	0	0.00%	2	20.00%	10
	<b>LDGT2</b>	0	0.00%	0	0.00%	0	0.00%	0	0.00%	2	100.00%	2
<b>Model Year Total:</b>	<b>2002</b>	<b>2</b>	<b>7.41%</b>	<b>6</b>	<b>22.22%</b>	<b>7</b>	<b>25.93%</b>	<b>3</b>	<b>11.11%</b>	<b>9</b>	<b>33.33%</b>	<b>27</b>
	<b>LDGV</b>	0	0.00%	1	16.67%	2	33.33%	1	16.67%	2	33.33%	6
	<b>LDGT1</b>	0	0.00%	5	55.56%	2	22.22%	2	22.22%	0	0.00%	9
	<b>LDGT2</b>	0	0.00%	0	0.00%	0	0.00%	0	0.00%	1	100.00%	1
<b>Model Year Total:</b>	<b>2003</b>	<b>0</b>	<b>0.00%</b>	<b>6</b>	<b>37.50%</b>	<b>4</b>	<b>25.00%</b>	<b>3</b>	<b>18.75%</b>	<b>3</b>	<b>18.75%</b>	<b>16</b>
	<b>LDGV</b>	0	0.00%	0	0.00%	1	100.00%	0	0.00%	0	0.00%	1
<b>Model Year Total:</b>	<b>2005</b>	<b>0</b>	<b>0.00%</b>	<b>0</b>	<b>0.00%</b>	<b>1</b>	<b>100.00%</b>	<b>0</b>	<b>0.00%</b>	<b>0</b>	<b>0.00%</b>	<b>1</b>
	<b>LDGV</b>	0	0.00%	1	100.00%	0	0.00%	0	0.00%	0	0.00%	1
<b>Model Year Total:</b>		<b>0</b>	<b>0.00%</b>	<b>1</b>	<b>100.00%</b>	<b>0</b>	<b>0.00%</b>	<b>0</b>	<b>0.00%</b>	<b>0</b>	<b>0.00%</b>	<b>1</b>

**Summary by Vehicle Type**

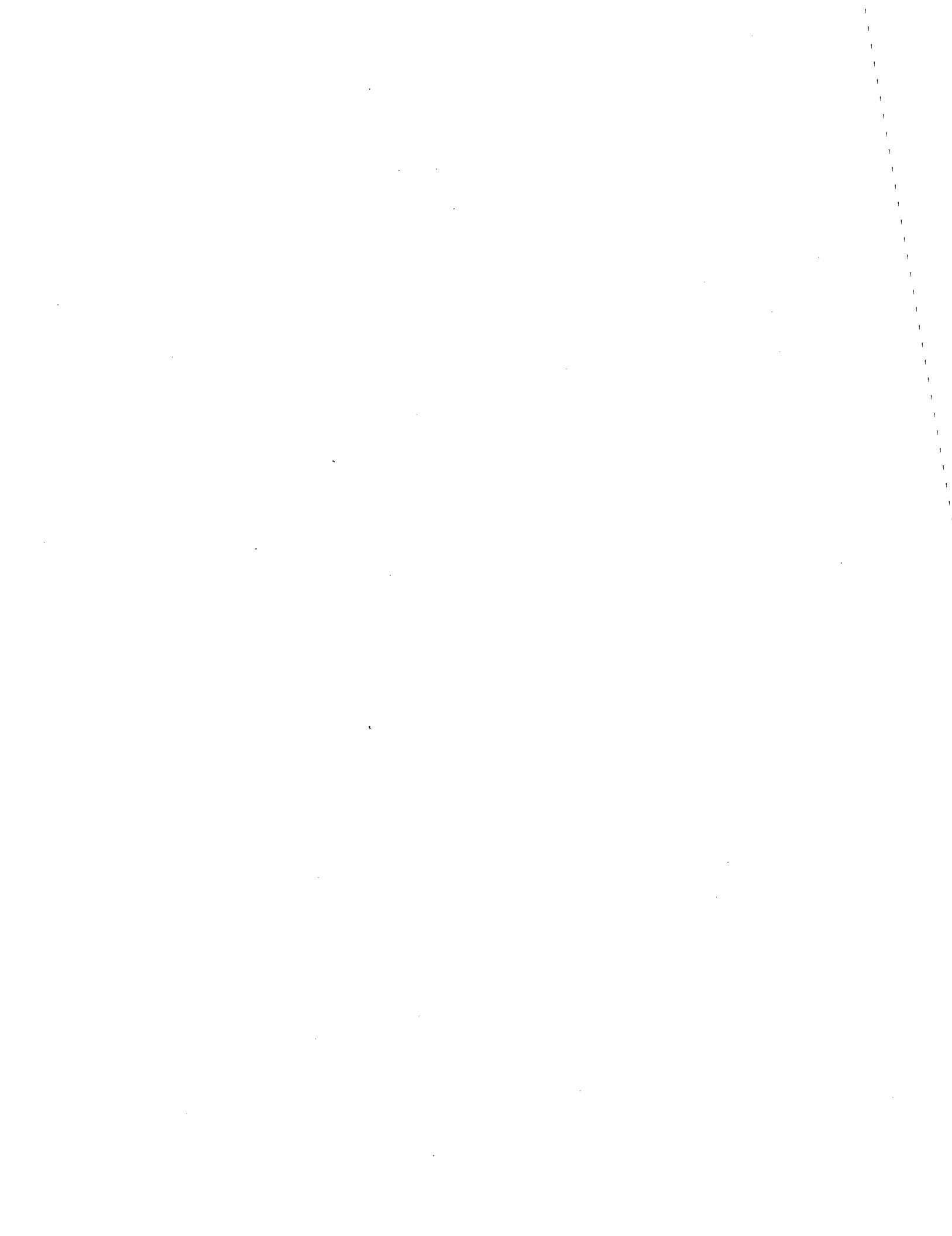
Vehicle Type	After 1st Fail		After 2nd Fail		After 3rd Fail		After 4th Fail		More than 4		Total
	Count	%	Count	%	Count	%	Count	%	Count	%	
LDGV:	15	1.43%	321	30.69%	227	21.70%	174	16.63%	309	29.54%	1,046
LDGT1:	2	0.64%	119	38.26%	78	25.08%	45	14.47%	67	21.54%	311
LDGT2:	1	0.76%	38	28.79%	31	23.48%	24	18.18%	38	28.79%	132
OTHER:	2	28.57%	3	42.86%	1	14.29%	1	14.29%	0	0.00%	7
<b>Overall Total:</b>	<b>20</b>	<b>1.34%</b>	<b>481</b>	<b>32.15%</b>	<b>337</b>	<b>22.53%</b>	<b>244</b>	<b>16.31%</b>	<b>414</b>	<b>27.67%</b>	<b>1,496</b>

\* Counts in this category may include Vehicle Test Records (VTR) with the result of A = Abort, R = Reissue, V = Voids and/or W = Waivers.

Version 2.0



# **Attachment 7**



**MISSOURI****Basic Area OBD II/BAR 90/Gas Cap Test Correlation  
by Model Year and Vehicle Type Report**

Tuesday, 13-Feb-2007 16:54:56

From: 01-Jan-2006 To: 31-Dec-2006

Stations: 11,12,15,16

**Vehicle Type**

LDGV Light Duty Gas Vehicle

LDGT1 Light Duty Gas Truck less than 6,001 lbs

LDGT2 Light Duty Gas Truck between 6,001 and 8,500 lbs

Model Year	Vehicle Type	Total Overall Passed Tests	Passed OBD II				Failed OBD II				
			Emissions		Gas Cap (pressure test)		Emissions		Gas Cap (pressure test)		
			Pass	Fail	Pass	Fail	Pass	Fail	Pass	Fail	
1996	LDGV	1,571	1,076	7	1,068	15	47	521	14	524	11
			99.35%	0.65%	98.61%	1.39%		97.38%	2.62%	97.94%	2.06%
	LDGT1	875	596	4	590	10	36	301	8	295	14
			99.33%	0.67%	98.33%	1.67%		97.41%	2.59%	95.47%	4.53%
	LDGT2	602	421	1	414	8	18	192	6	194	4
			99.76%	0.24%	98.10%	1.90%		96.97%	3.03%	97.98%	2.02%
	Total for 1996:	3,048	2,093	12	2,072	33	101	1,014	28	1,013	29
			99.43%	0.57%	98.43%	1.57%		97.31%	2.69%	97.22%	2.78%
1997	LDGV	478	338	3	334	7	17	148	5	151	2
			99.12%	0.88%	97.95%	2.05%		96.73%	3.27%	98.69%	1.31%
	LDGT1	253	193	2	193	2	5	62	1	63	0
			98.97%	1.03%	98.97%	1.03%		98.41%	1.59%	100.00%	0.00%
	LDGT2	107	84	0	81	3	5	28	0	26	2
			100.00%	0.00%	96.43%	3.57%		100.00%	0.00%	92.86%	7.14%
	Total for 1997:	838	615	5	608	12	27	238	6	240	4
			99.19%	0.81%	98.06%	1.94%		97.54%	2.46%	98.36%	1.64%
1998	LDGV	1,869	1,511	4	1,488	27	46	389	9	392	6
			99.74%	0.26%	98.22%	1.78%		97.74%	2.26%	98.49%	1.51%
	LDGT1	1,416	1,157	4	1,141	20	41	287	8	286	9
			99.66%	0.34%	98.28%	1.72%		97.29%	2.71%	96.95%	3.05%
	LDGT2	637	530	2	525	7	14	115	4	117	2
			99.62%	0.38%	98.68%	1.32%		96.64%	3.36%	98.32%	1.68%
	Total for 1998:	3,922	3,198	10	3,154	54	101	791	21	795	17
			99.69%	0.31%	98.32%	1.68%		97.41%	2.59%	97.91%	2.09%
1999	LDGV	423	362	0	350	12	15	75	1	74	2
			100.00%	0.00%	96.69%	3.31%		98.68%	1.32%	97.37%	2.63%
	LDGT1	267	235	0	233	2	6	36	2	36	2
			100.00%	0.00%	99.15%	0.85%		99.71%	5.26%	99.71%	5.26%

		100.00%	0.00%	99.10%	0.00%		97.74%	0.20%	97.74%	0.20%
	<b>LDGT2</b>	151	128	0	128	0	2	25	0	23
			100.00%	0.00%	100.00%	0.00%		100.00%	0.00%	92.00%
	<b>Total for 1999:</b>	<b>841</b>	<b>725</b>	<b>0</b>	<b>711</b>	<b>14</b>	<b>23</b>	<b>136</b>	<b>3</b>	<b>133</b>
			100.00%	0.00%	98.07%	1.93%		97.84%	2.16%	95.68%
<b>2000</b>	<b>LDGV</b>	<b>2,135</b>	<b>1,991</b>	<b>2</b>	<b>1,919</b>	<b>74</b>	<b>91</b>	<b>225</b>	<b>7</b>	<b>224</b>
			99.90%	0.10%	96.29%	3.71%		96.98%	3.02%	96.55%
	<b>LDGT1</b>	<b>1,575</b>	<b>1,413</b>	<b>0</b>	<b>1,373</b>	<b>40</b>	<b>54</b>	<b>214</b>	<b>0</b>	<b>200</b>
			100.00%	0.00%	97.17%	2.83%		100.00%	0.00%	93.46%
	<b>LDGT2</b>	<b>798</b>	<b>739</b>	<b>0</b>	<b>723</b>	<b>16</b>	<b>20</b>	<b>78</b>	<b>1</b>	<b>76</b>
			100.00%	0.00%	97.83%	2.17%		98.73%	1.27%	96.20%
	<b>Total for 2000:</b>	<b>4,508</b>	<b>4,143</b>	<b>2</b>	<b>4,015</b>	<b>130</b>	<b>165</b>	<b>517</b>	<b>8</b>	<b>500</b>
			99.95%	0.05%	96.86%	3.14%		98.48%	1.52%	95.24%
<b>2001</b>	<b>LDGV</b>	<b>345</b>	<b>312</b>	<b>0</b>	<b>305</b>	<b>7</b>	<b>8</b>	<b>41</b>	<b>0</b>	<b>40</b>
			100.00%	0.00%	97.76%	2.24%		100.00%	0.00%	97.56%
	<b>LDGT1</b>	<b>207</b>	<b>192</b>	<b>1</b>	<b>186</b>	<b>7</b>	<b>10</b>	<b>23</b>	<b>1</b>	<b>23</b>
			99.48%	0.52%	96.37%	3.63%		95.83%	4.17%	95.83%
	<b>LDGT2</b>	<b>155</b>	<b>144</b>	<b>0</b>	<b>138</b>	<b>6</b>	<b>11</b>	<b>22</b>	<b>0</b>	<b>17</b>
			100.00%	0.00%	95.83%	4.17%		100.00%	0.00%	77.27%
	<b>Total for 2001:</b>	<b>707</b>	<b>648</b>	<b>1</b>	<b>629</b>	<b>20</b>	<b>29</b>	<b>86</b>	<b>1</b>	<b>80</b>
			99.85%	0.15%	96.92%	3.08%		98.85%	1.15%	91.95%
<b>2002</b>	<b>LDGV</b>	<b>1,799</b>	<b>1,707</b>	<b>1</b>	<b>1,687</b>	<b>21</b>	<b>26</b>	<b>117</b>	<b>0</b>	<b>113</b>
			99.94%	0.06%	98.77%	1.23%		100.00%	0.00%	96.58%
	<b>LDGT1</b>	<b>1,618</b>	<b>1,518</b>	<b>0</b>	<b>1,484</b>	<b>34</b>	<b>45</b>	<b>145</b>	<b>0</b>	<b>134</b>
			100.00%	0.00%	97.76%	2.24%		100.00%	0.00%	92.41%
	<b>LDGT2</b>	<b>867</b>	<b>838</b>	<b>0</b>	<b>816</b>	<b>22</b>	<b>27</b>	<b>55</b>	<b>0</b>	<b>50</b>
			100.00%	0.00%	97.37%	2.63%		100.00%	0.00%	90.91%
	<b>Total for 2002:</b>	<b>4,284</b>	<b>4,063</b>	<b>1</b>	<b>3,987</b>	<b>77</b>	<b>98</b>	<b>317</b>	<b>0</b>	<b>297</b>
			99.98%	0.02%	98.11%	1.89%		100.00%	0.00%	93.69%
<b>2003</b>	<b>LDGV</b>	<b>309</b>	<b>300</b>	<b>0</b>	<b>297</b>	<b>3</b>	<b>3</b>	<b>10</b>	<b>0</b>	<b>10</b>
			100.00%	0.00%	99.00%	1.00%		100.00%	0.00%	100.00%
	<b>LDGT1</b>	<b>278</b>	<b>279</b>	<b>0</b>	<b>270</b>	<b>9</b>	<b>10</b>	<b>9</b>	<b>0</b>	<b>8</b>
			100.00%	0.00%	96.77%	3.23%		100.00%	0.00%	88.89%
	<b>LDGT2</b>	<b>197</b>	<b>195</b>	<b>0</b>	<b>192</b>	<b>3</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>5</b>
			100.00%	0.00%	98.46%	1.54%		100.00%	0.00%	83.33%
	<b>Total for 2003:</b>	<b>784</b>	<b>774</b>	<b>0</b>	<b>759</b>	<b>15</b>	<b>17</b>	<b>25</b>	<b>0</b>	<b>23</b>
			100.00%	0.00%	98.06%	1.94%		100.00%	0.00%	92.00%
<b>2004</b>	<b>LDGV</b>	<b>1,614</b>	<b>1,603</b>	<b>1</b>	<b>1,577</b>	<b>27</b>	<b>29</b>	<b>38</b>	<b>0</b>	<b>37</b>
			99.94%	0.06%	98.32%	1.68%		100.00%	0.00%	97.37%
			100.00%	0.00%	98.77%	1.23%		100.00%	0.00%	2.63%

<b>LDGT1</b>	1,193	1,186	0	1,174	12	12	20	0	20	0
		100.00%	0.00%	98.99%	1.01%		100.00%	0.00%	100.00%	0.00%
<b>LDGT2</b>	946	939	0	932	7	7	14	0	14	0
		100.00%	0.00%	99.25%	0.75%		100.00%	0.00%	100.00%	0.00%
<b>Total for 2004:</b>	<b>3,753</b>	<b>3,728</b>	<b>1</b>	<b>3,683</b>	<b>46</b>	<b>48</b>	<b>72</b>	<b>0</b>	<b>71</b>	<b>1</b>
		<b>99.97%</b>	<b>0.03%</b>	<b>98.77%</b>	<b>1.23%</b>		<b>100.00%</b>	<b>0.00%</b>	<b>98.61%</b>	<b>1.39%</b>
<b>2005</b>										
<b>LDGV</b>	291	295	0	289	6	6	2	0	2	0
		100.00%	0.00%	97.97%	2.03%		100.00%	0.00%	100.00%	0.00%
<b>LDGT1</b>	390	386	0	383	3	3	7	0	7	0
		100.00%	0.00%	99.22%	0.78%		100.00%	0.00%	100.00%	0.00%
<b>LDGT2</b>	84	84	0	84	0	0	0	0	0	0
		100.00%	0.00%	100.00%	0.00%		0.00%	0.00%	0.00%	0.00%
<b>Total for 2005:</b>	<b>765</b>	<b>765</b>	<b>0</b>	<b>756</b>	<b>9</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>9</b>	<b>0</b>
		<b>100.00%</b>	<b>0.00%</b>	<b>98.82%</b>	<b>1.18%</b>		<b>100.00%</b>	<b>0.00%</b>	<b>100.00%</b>	<b>0.00%</b>
<b>2006</b>										
<b>LDGV</b>	136	134	0	134	0	0	1	0	1	0
		100.00%	0.00%	100.00%	0.00%		100.00%	0.00%	100.00%	0.00%
<b>LDGT1</b>	102	102	0	101	1	0	1	0	1	0
		100.00%	0.00%	99.02%	0.98%		100.00%	0.00%	100.00%	0.00%
<b>LDGT2</b>	33	33	0	33	0	0	0	0	0	0
		100.00%	0.00%	100.00%	0.00%		0.00%	0.00%	0.00%	0.00%
<b>Total for 2006:</b>	<b>271</b>	<b>269</b>	<b>0</b>	<b>268</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>
		<b>100.00%</b>	<b>0.00%</b>	<b>99.63%</b>	<b>0.37%</b>		<b>100.00%</b>	<b>0.00%</b>	<b>100.00%</b>	<b>0.00%</b>
<b>2007</b>										
<b>LDGV</b>	3	3	0	3	0	0	0	0	0	0
		100.00%	0.00%	100.00%	0.00%		0.00%	0.00%	0.00%	0.00%
<b>Total for 2007:</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>100.00%</b>	<b>0.00%</b>	<b>100.00%</b>	<b>0.00%</b>		<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>
<b>Summary by Vehicle Type</b>										
<b>LDGV:</b>	10,973	9,632	18	9,451	199	288	1,567	36	1,568	35
		99.81%	0.19%	97.94%	2.06%		97.75%	2.25%	97.82%	2.18%
<b>LDGT1:</b>	8,174	7,257	11	7,128	140	222	1,105	20	1,073	52
		99.85%	0.15%	98.07%	1.93%		98.22%	1.78%	95.38%	4.62%
<b>LDGT2:</b>	4,577	4,135	3	4,066	72	108	535	11	522	24
		99.93%	0.07%	98.26%	1.74%		97.99%	2.01%	95.60%	4.40%
<b>Overall Total:</b>	<b>23,724</b>	<b>21,024</b>	<b>32</b>	<b>20,645</b>	<b>411</b>	<b>618</b>	<b>3,207</b>	<b>67</b>	<b>3,163</b>	<b>111</b>
		<b>99.85%</b>	<b>0.15%</b>	<b>98.05%</b>	<b>1.95%</b>		<b>97.95%</b>	<b>2.05%</b>	<b>96.61%</b>	<b>3.39%</b>

Note: This report includes OBD II tests conducted at basic and enhanced test stations under EPA regulations that are no longer in effect at the enhanced test stations.

Version 2.0

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**MISSOURI****Enhanced Area OBD II/Tailpipe/Gas Cap Test Correlation  
by Model Year and Vehicle Type Report**

06-Feb-2007 15:25:17

From: 01-Jan-2006 To: 31-Dec-2006

**Vehicle Type**

LDGV Light Duty Gas Vehicle

LDGT1 Light Duty Gas Truck less than 6,001 lbs

LDGT2 Light Duty Gas Truck between 6,001 and 8,500 lbs

Model Year	Vehicle Type	Total Overall Passed Tests	Passed OBD II				Total Overall Failed/Reject Tests	Failed / Reject OBD II				
			Emissions		Gas Cap (pressure test)			Emissions		Gas Cap (pressure test)		
			Pass	Fail	Pass	Fail		Pass	Fail	Pass	Fail	
1996	LDGV	28,166	1	0	28,173	442	11,387	0	0	10,722	229	
		100.00%	0.00%	98.46%	1.54%		0.00%	0.00%	97.91%	2.09%		
	LDGT1	10,405	0	0	10,414	196	4,299	0	0	4,016	89	
		0.00%	0.00%	98.15%	1.85%		0.00%	0.00%	97.83%	2.17%		
	LDGT2	4,480	0	0	4,482	98	1,625	0	0	1,483	45	
		0.00%	0.00%	97.86%	2.14%		0.00%	0.00%	97.05%	2.95%		
	Total for 1996:	43,051	1	0	43,069	736	17,311	0	0	16,221	363	
		100.00%	0.00%	98.32%	1.68%		0.00%	0.00%	97.81%	2.19%		
1997	LDGV	8,300	0	0	8,314	147	3,162	0	0	2,960	61	
		0.00%	0.00%	98.26%	1.74%		0.00%	0.00%	97.98%	2.02%		
	LDGT1	3,312	0	0	3,317	71	1,194	0	0	1,093	33	
		0.00%	0.00%	97.90%	2.10%		0.00%	0.00%	97.07%	2.93%		
	LDGT2	962	0	0	962	24	347	0	0	320	6	
		0.00%	0.00%	97.57%	2.43%		0.00%	0.00%	98.16%	1.84%		
	Total for 1997:	12,574	0	0	12,593	242	4,703	0	0	4,373	100	
		0.00%	0.00%	98.11%	1.89%		0.00%	0.00%	97.76%	2.24%		
1998	LDGV	34,470	0	0	34,477	418	6,729	0	0	6,196	123	
		0.00%	0.00%	98.80%	1.20%		0.00%	0.00%	98.05%	1.95%		
	LDGT1	17,740	0	0	17,746	257	3,879	0	0	3,554	70	
		0.00%	0.00%	98.57%	1.43%		0.00%	0.00%	98.07%	1.93%		
	LDGT2	5,563	0	0	5,564	91	1,036	0	0	933	12	
		0.00%	0.00%	98.39%	1.61%		0.00%	0.00%	98.73%	1.27%		
	Total for 1998:	57,773	0	0	57,787	766	11,644	0	0	10,683	205	
		0.00%	0.00%	98.69%	1.31%		0.00%	0.00%	98.12%	1.88%		
1999	LDGV	8,978	0	0	8,995	143	1,885	0	0	1,710	35	

		0.00%	0.00%	98.44%	1.56%		0.00%	0.00%	97.99%	2.01%	
	<b>LDGT1</b>	3,928	0	0	3,931	58	665	0	0	603	5
		0.00%	0.00%	98.55%	1.45%		0.00%	0.00%	99.18%	0.82%	
	<b>LDGT2</b>	1,756	0	0	1,761	22	282	0	0	259	2
		0.00%	0.00%	98.77%	1.23%		0.00%	0.00%	99.23%	0.77%	
	<b>Total for 1999:</b>	<b>14,662</b>	<b>0</b>	<b>0</b>	<b>14,687</b>	<b>223</b>	<b>2,832</b>	<b>0</b>	<b>0</b>	<b>2,572</b>	<b>42</b>
<b>2000</b>		0.00%	0.00%	98.50%	1.50%		0.00%	0.00%	98.39%	1.61%	
	<b>LDGV</b>	40,875	0	0	40,889	688	4,794	0	0	4,010	101
		0.00%	0.00%	98.35%	1.65%		0.00%	0.00%	97.54%	2.46%	
	<b>LDGT1</b>	19,539	0	0	19,546	440	2,109	0	0	1,624	47
		0.00%	0.00%	97.80%	2.20%		0.00%	0.00%	97.19%	2.81%	
	<b>LDGT2</b>	6,891	0	0	6,895	145	619	0	0	468	7
		0.00%	0.00%	97.94%	2.06%		0.00%	0.00%	98.53%	1.47%	
	<b>Total for 2000:</b>	<b>67,305</b>	<b>0</b>	<b>0</b>	<b>67,330</b>	<b>1,273</b>	<b>7,522</b>	<b>0</b>	<b>0</b>	<b>6,102</b>	<b>155</b>
<b>2001</b>		0.00%	0.00%	98.14%	1.86%		0.00%	0.00%	97.52%	2.48%	
	<b>LDGV</b>	9,100	0	0	9,121	102	1,827	0	0	1,699	30
		0.00%	0.00%	98.89%	1.11%		0.00%	0.00%	98.26%	1.74%	
	<b>LDGT1</b>	4,238	0	0	4,249	124	1,054	0	0	898	39
		0.00%	0.00%	97.16%	2.84%		0.00%	0.00%	95.84%	4.16%	
	<b>LDGT2</b>	1,704	0	0	1,711	69	324	0	0	233	23
		0.00%	0.00%	96.12%	3.88%		0.00%	0.00%	91.02%	8.98%	
	<b>Total for 2001:</b>	<b>15,042</b>	<b>0</b>	<b>0</b>	<b>15,081</b>	<b>295</b>	<b>3,205</b>	<b>0</b>	<b>0</b>	<b>2,830</b>	<b>92</b>
<b>2002</b>		0.00%	0.00%	98.08%	1.92%		0.00%	0.00%	96.85%	3.15%	
	<b>LDGV</b>	39,417	0	0	39,441	356	3,012	0	0	2,635	27
		0.00%	0.00%	99.11%	0.89%		0.00%	0.00%	98.99%	1.01%	
	<b>LDGT1</b>	22,907	0	0	22,916	332	1,931	0	0	1,540	59
		0.00%	0.00%	98.57%	1.43%		0.00%	0.00%	96.31%	3.69%	
	<b>LDGT2</b>	8,409	0	0	8,413	251	912	0	0	624	39
		0.00%	0.00%	97.10%	2.90%		0.00%	0.00%	94.12%	5.88%	
	<b>Total for 2002:</b>	<b>70,733</b>	<b>0</b>	<b>0</b>	<b>70,770</b>	<b>939</b>	<b>5,855</b>	<b>0</b>	<b>0</b>	<b>4,799</b>	<b>125</b>
<b>2003</b>		0.00%	0.00%	98.69%	1.31%		0.00%	0.00%	97.46%	2.54%	
	<b>LDGV</b>	10,128	0	0	10,152	83	683	0	0	593	10
		0.00%	0.00%	99.19%	0.81%		0.00%	0.00%	98.34%	1.66%	
	<b>LDGT1</b>	5,034	0	0	5,040	63	256	0	0	188	6

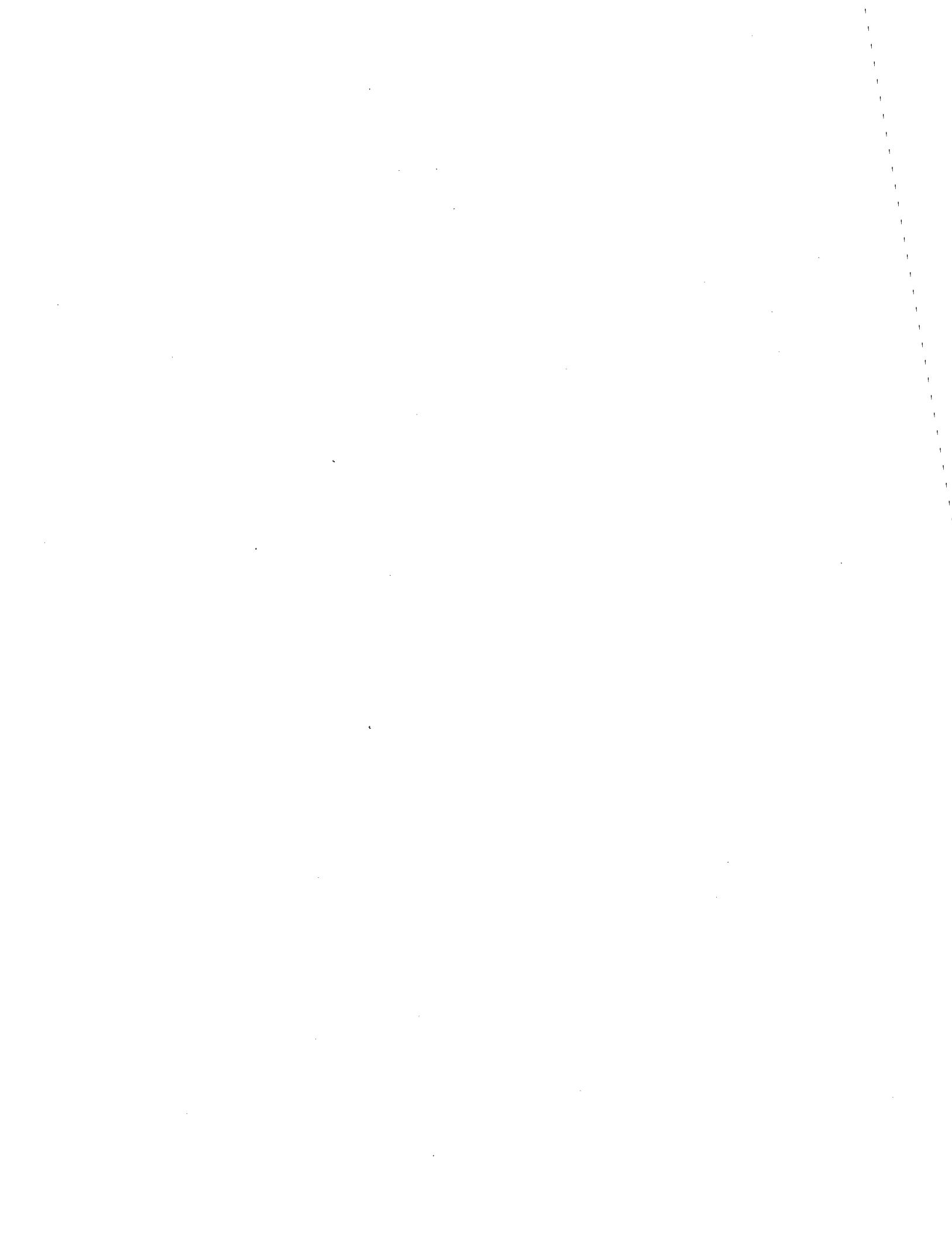
		0.00%	0.00%	98.77%	1.23%		0.00%	0.00%	96.91%	3.09%
LDGT2	2,744	0	0	2,751	18	124	0	0	104	2
		0.00%	0.00%	99.35%	0.65%		0.00%	0.00%	98.11%	1.89%
Total for 2003:	17,906	0	0	17,943	164	1,063	0	0	885	18
		0.00%	0.00%	99.09%	0.91%		0.00%	0.00%	98.01%	1.99%
2004	LDGV	34,667	0	34,688	365	1,170	0	0	787	18
			0.00%	0.00%	98.96%	1.04%		0.00%	0.00%	97.76%
	LDGT1	19,771	0	19,776	156	518	0	0	361	3
			0.00%	0.00%	99.22%	0.78%		0.00%	0.00%	99.18%
	LDGT2	10,919	0	10,926	76	342	0	0	265	2
		0.00%	0.00%	99.31%	0.69%		0.00%	0.00%	99.25%	0.75%
Total for 2004:	65,357	0	0	65,390	597	2,030	0	0	1,413	23
		0.00%	0.00%	99.10%	0.90%		0.00%	0.00%	98.40%	1.60%
2005	LDGV	12,127	0	12,153	132	478	0	0	344	3
			0.00%	0.00%	98.93%	1.07%		0.00%	0.00%	99.14%
	LDGT1	4,703	0	4,707	30	154	0	0	124	0
			0.00%	0.00%	99.37%	0.63%		0.00%	0.00%	100.00%
	LDGT2	1,727	0	1,731	6	44	0	0	38	0
		0.00%	0.00%	99.65%	0.35%		0.00%	0.00%	100.00%	0.00%
Total for 2005:	18,557	0	0	18,591	168	676	0	0	506	3
		0.00%	0.00%	99.10%	0.90%		0.00%	0.00%	99.41%	0.59%
2006	LDGV	4,427	0	4,434	26	149	0	0	123	1
			0.00%	0.00%	99.42%	0.58%		0.00%	0.00%	99.19%
	LDGT1	2,138	0	2,141	17	92	0	0	75	0
			0.00%	0.00%	99.21%	0.79%		0.00%	0.00%	100.00%
	LDGT2	726	0	727	3	18	0	0	14	1
		0.00%	0.00%	99.59%	0.41%		0.00%	0.00%	93.33%	6.67%
Total for 2006:	7,291	0	0	7,302	46	259	0	0	212	2
		0.00%	0.00%	99.37%	0.63%		0.00%	0.00%	99.07%	0.93%
2007	LDGV	64	0	64	0	0	0	0	0	0
			0.00%	0.00%	100.00%	0.00%		0.00%	0.00%	0.00%
	LDGT1	15	0	16	0	1	0	0	1	0
			0.00%	0.00%	100.00%	0.00%		0.00%	0.00%	0.00%
LDGT2	20	0	0	20	0	0	0	0	0	0

		0.00%	0.00%	100.00%	0.00%		0.00%	0.00%	0.00%	0.00%
<b>Total for 2007:</b>	<b>99</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>
		0.00%	0.00%	100.00%	0.00%		0.00%	0.00%	100.00%	0.00%
<b>2008</b>										
<b>LDGV</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		0.00%	0.00%	100.00%	0.00%		0.00%	0.00%	0.00%	0.00%
<b>Total for 2008:</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		0.00%	0.00%	100.00%	0.00%		0.00%	0.00%	0.00%	0.00%
<b>Summary by Vehicle Type</b>										
<b>LDGV:</b>	<b>230,722</b>	<b>1</b>	<b>0</b>	<b>230,904</b>	<b>2,902</b>	<b>35,276</b>	<b>0</b>	<b>0</b>	<b>31,779</b>	<b>638</b>
		100.00%	0.00%	98.76%	1.24%		0.00%	0.00%	98.03%	1.97%
<b>LDGT1:</b>	<b>113,730</b>	<b>0</b>	<b>0</b>	<b>113,799</b>	<b>1,744</b>	<b>16,152</b>	<b>0</b>	<b>0</b>	<b>14,077</b>	<b>351</b>
		0.00%	0.00%	98.49%	1.51%		0.00%	0.00%	97.57%	2.43%
<b>LDGT2:</b>	<b>45,901</b>	<b>0</b>	<b>0</b>	<b>45,943</b>	<b>803</b>	<b>5,673</b>	<b>0</b>	<b>0</b>	<b>4,741</b>	<b>139</b>
		0.00%	0.00%	98.28%	1.72%		0.00%	0.00%	97.15%	2.85%
<b>Overall Total:</b>	<b>390,353</b>	<b>1</b>	<b>0</b>	<b>390,646</b>	<b>5,449</b>	<b>57,101</b>	<b>0</b>	<b>0</b>	<b>50,597</b>	<b>1,128</b>
		100.00%	0.00%	98.62%	1.38%		0.00%	0.00%	97.82%	2.18%

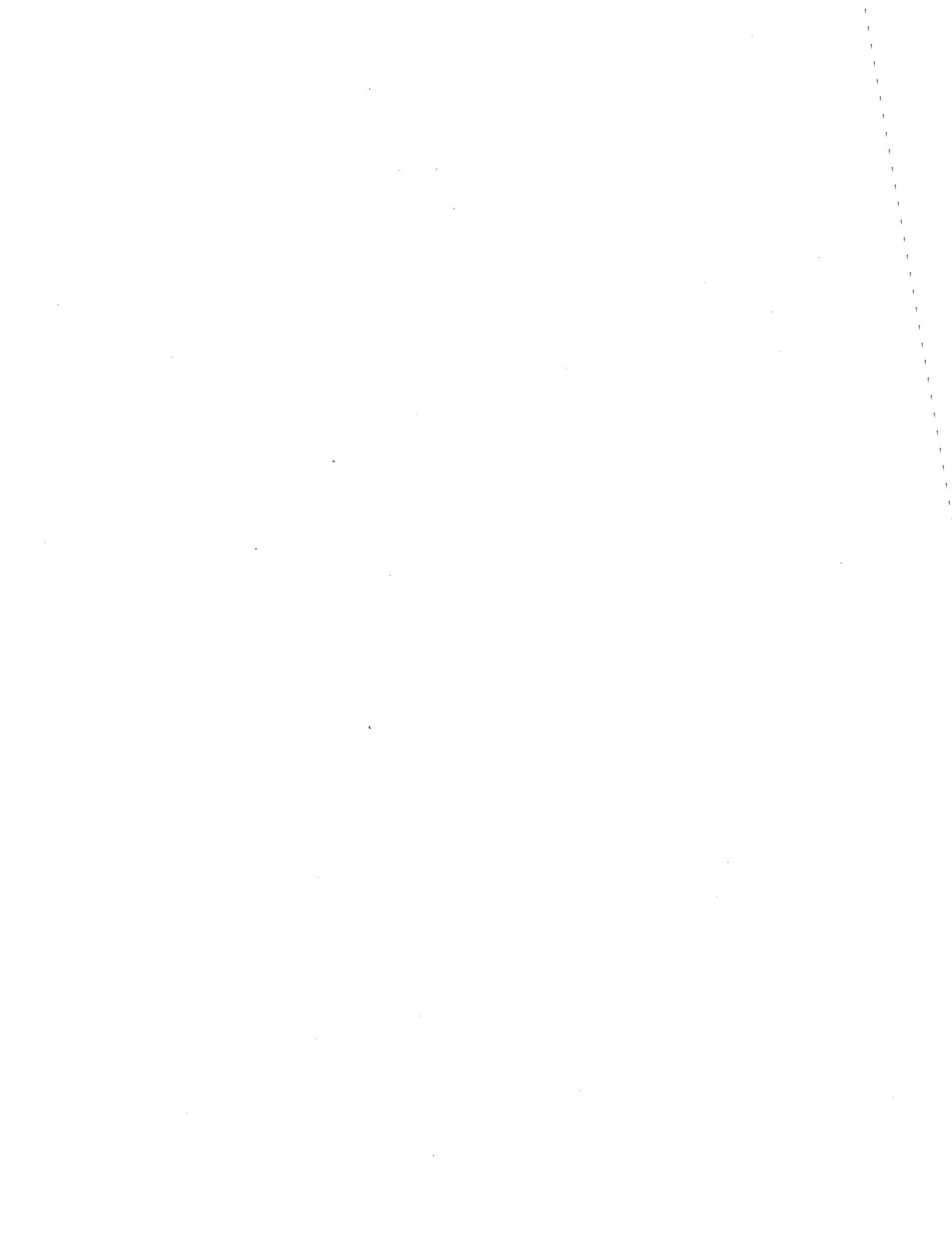
Note: This report includes OBD II tests conducted at enhanced test stations under EPA regulations that were phased in at the enhanced test stations in December 2002.

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# **Attachment 8**



**MISSOURI****Enhanced Area****OBD II MIL vs. Codes, Bulb Check and Readiness Report**

13-Feb-2007 15:53:47

From: 01-Jan-2006 To: 31-Dec-2006

Stations: 1,2,3,4,5,6,7,8,9,10

**Vehicle Type**

LDGV Light Duty Gas Vehicle

LDGT1 Light Duty Gas Truck less than 6,001 lbs

LDGT2 Light Duty Gas Truck between 6,001 and 8,500 lbs

Model Year	Vehicle Type	Total OBD II Tests	MIL Commanded On		MIL NOT Commanded On		Readiness Reject	Bulb Check	
			Codes	No Codes	Codes	No Codes		KOEO Fail	KOER Fail
1996	LDGV	39,566	5,591	72	4,009	29,501	4,979	1,139	4,645
			14.13%	0.18%	10.13%	74.56%	12.58%	2.88%	11.74%
	LDGT1	14,715	2,370	4	1,614	10,624	1,534	649	1,830
			16.11%	0.03%	10.97%	72.20%	10.42%	4.41%	12.44%
	LDGT2	6,108	922	0	613	4,546	528	406	585
			15.09%	0.00%	10.04%	74.43%	8.64%	6.65%	9.58%
<b>Model Year Total:</b>		<b>60,389</b>	<b>8,883</b>	<b>76</b>	<b>6,236</b>	<b>44,671</b>	<b>7,041</b>	<b>2,194</b>	<b>7,060</b>
			<b>14.71%</b>	<b>65.52%</b>	<b>10.33%</b>	<b>73.97%</b>	<b>11.66%</b>	<b>3.63%</b>	<b>11.69%</b>
1997	LDGV	11,482	1,548	2	1,177	8,646	1,371	335	1,286
			13.48%	0.02%	10.25%	75.30%	11.94%	2.92%	11.20%
	LDGT1	4,514	584	0	423	3,485	490	170	458
			12.94%	0.00%	9.37%	77.20%	10.86%	3.77%	10.15%
	LDGT2	1,312	191	0	96	1,017	116	71	137
			14.56%	0.00%	7.32%	77.52%	8.84%	5.41%	10.44%
<b>Model Year Total:</b>		<b>17,308</b>	<b>2,323</b>	<b>2</b>	<b>1,696</b>	<b>13,148</b>	<b>1,977</b>	<b>576</b>	<b>1,881</b>
			<b>13.42%</b>	<b>1.72%</b>	<b>9.80%</b>	<b>75.96%</b>	<b>11.42%</b>	<b>3.33%</b>	<b>10.87%</b>
1998	LDGV	41,214	3,468	2	2,983	34,376	2,657	358	3,191
			8.41%	0.00%	7.24%	83.41%	6.45%	0.87%	7.74%
	LDGT1	21,627	2,036	8	1,681	17,835	1,475	353	1,794
			9.41%	0.04%	7.77%	82.47%	6.82%	1.63%	8.30%
	LDGT2	6,600	546	0	472	5,551	359	135	443
			8.27%	0.00%	7.15%	84.11%	5.44%	2.05%	6.71%
<b>Model Year Total:</b>		<b>69,441</b>	<b>6,050</b>	<b>10</b>	<b>5,136</b>	<b>57,762</b>	<b>4,491</b>	<b>846</b>	<b>5,428</b>
			<b>8.71%</b>	<b>8.62%</b>	<b>7.40%</b>	<b>83.18%</b>	<b>6.47%</b>	<b>1.22%</b>	<b>7.82%</b>
1999	LDGV	10,883	884	2	780	9,103	781	111	787
			8.12%	0.02%	7.17%	83.64%	7.18%	1.02%	7.23%

<b>LDGT1</b>	4,597	339	1	321	3,924	245	50	305
		7.37%	0.02%	6.98%	85.36%	5.33%	1.09%	6.63%
<b>LDGT2</b>	2,044	128	1	131	1,773	117	23	113
		6.26%	0.05%	6.41%	86.74%	5.72%	1.13%	5.53%
<b>Model Year Total:</b>	<b>17,524</b>	<b>1,351</b>	<b>4</b>	<b>1,232</b>	<b>14,800</b>	<b>1,143</b>	<b>184</b>	<b>1,205</b>
		<b>7.71%</b>	<b>3.45%</b>	<b>7.03%</b>	<b>84.46%</b>	<b>6.52%</b>	<b>1.05%</b>	<b>6.88%</b>
<b>2000</b>								
<b>LDGV</b>	45,688	2,262	8	2,654	40,397	1,609	175	2,153
		4.95%	0.02%	5.81%	88.42%	3.52%	0.38%	4.71%
<b>LDGT1</b>	21,657	1,007	3	1,613	18,943	572	71	969
		4.65%	0.01%	7.45%	87.47%	2.64%	0.33%	4.47%
<b>LDGT2</b>	7,515	273	2	279	6,901	169	29	250
		3.63%	0.03%	3.71%	91.83%	2.25%	0.39%	3.33%
<b>Model Year Total:</b>	<b>74,860</b>	<b>3,542</b>	<b>13</b>	<b>4,546</b>	<b>66,241</b>	<b>2,350</b>	<b>275</b>	<b>3,372</b>
		<b>4.73%</b>	<b>11.21%</b>	<b>6.07%</b>	<b>88.49%</b>	<b>3.14%</b>	<b>0.37%</b>	<b>4.50%</b>
<b>2001</b>								
<b>LDGV</b>	10,952	592	0	684	9,586	1,083	53	545
		5.41%	0.00%	6.25%	87.53%	9.89%	0.48%	4.98%
<b>LDGT1</b>	5,310	315	0	247	4,737	611	27	293
		5.93%	0.00%	4.65%	89.21%	11.51%	0.51%	5.52%
<b>LDGT2</b>	2,036	77	0	70	1,882	174	5	72
		3.78%	0.00%	3.44%	92.44%	8.55%	0.25%	3.54%
<b>Model Year Total:</b>	<b>18,298</b>	<b>984</b>	<b>0</b>	<b>1,001</b>	<b>16,205</b>	<b>1,868</b>	<b>85</b>	<b>910</b>
		<b>5.38%</b>	<b>0.00%</b>	<b>5.47%</b>	<b>88.56%</b>	<b>10.21%</b>	<b>0.46%</b>	<b>4.97%</b>
<b>2002</b>								
<b>LDGV</b>	42,459	966	3	1,921	39,346	1,564	42	943
		2.28%	0.01%	4.52%	92.67%	3.68%	0.10%	2.22%
<b>LDGT1</b>	24,847	697	1	1,205	22,861	854	32	679
		2.81%	0.00%	4.85%	92.01%	3.44%	0.13%	2.73%
<b>LDGT2</b>	9,327	266	2	222	8,794	366	18	253
		2.85%	0.02%	2.38%	94.29%	3.92%	0.19%	2.71%
<b>Model Year Total:</b>	<b>76,633</b>	<b>1,929</b>	<b>6</b>	<b>3,348</b>	<b>71,001</b>	<b>2,784</b>	<b>92</b>	<b>1,875</b>
		<b>2.52%</b>	<b>5.17%</b>	<b>4.37%</b>	<b>92.65%</b>	<b>3.63%</b>	<b>0.12%</b>	<b>2.45%</b>
<b>2003</b>								
<b>LDGV</b>	10,838	130	0	338	10,283	419	10	128
		1.20%	0.00%	3.12%	94.88%	3.87%	0.09%	1.18%
<b>LDGT1</b>	5,297	51	1	192	5,038	134	0	55
		0.96%	0.02%	3.62%	95.11%	2.53%	0.00%	1.04%

<b>LDGT2</b>	2,875	32	0	61	2,775	66	2	32
		1.11%	0.00%	2.12%	96.52%	2.30%	0.07%	1.11%
<b>Model Year Total:</b>	<b>19,010</b>	<b>213</b>	<b>1</b>	<b>591</b>	<b>18,096</b>	<b>619</b>	<b>12</b>	<b>215</b>
		<b>1.12%</b>	<b>0.86%</b>	<b>3.11%</b>	<b>95.19%</b>	<b>3.26%</b>	<b>0.06%</b>	<b>1.13%</b>
<b>2004</b>								
<b>LDGV</b>	35,858	221	3	803	34,641	481	11	209
		0.62%	0.01%	2.24%	96.61%	1.34%	0.03%	0.58%
<b>LDGT1</b>	20,296	102	1	539	19,596	224	7	104
		0.50%	0.00%	2.66%	96.55%	1.10%	0.03%	0.51%
<b>LDGT2</b>	11,269	46	0	126	11,049	190	6	47
		0.41%	0.00%	1.12%	98.05%	1.69%	0.05%	0.42%
<b>Model Year Total:</b>	<b>67,423</b>	<b>369</b>	<b>4</b>	<b>1,468</b>	<b>65,286</b>	<b>895</b>	<b>24</b>	<b>360</b>
		<b>0.55%</b>	<b>3.45%</b>	<b>2.18%</b>	<b>96.83%</b>	<b>1.33%</b>	<b>0.04%</b>	<b>0.53%</b>
<b>2005</b>								
<b>LDGV</b>	12,632	53	0	219	12,309	261	5	50
		0.42%	0.00%	1.73%	97.44%	2.07%	0.04%	0.40%
<b>LDGT1</b>	4,861	21	0	85	4,734	87	2	19
		0.43%	0.00%	1.75%	97.39%	1.79%	0.04%	0.39%
<b>LDGT2</b>	1,775	6	0	24	1,740	27	2	7
		0.34%	0.00%	1.35%	98.03%	1.52%	0.11%	0.39%
<b>Model Year Total:</b>	<b>19,268</b>	<b>80</b>	<b>0</b>	<b>328</b>	<b>18,783</b>	<b>375</b>	<b>9</b>	<b>76</b>
		<b>0.42%</b>	<b>0.00%</b>	<b>1.70%</b>	<b>97.48%</b>	<b>1.95%</b>	<b>0.05%</b>	<b>0.39%</b>
<b>2006</b>								
<b>LDGV</b>	4,584	10	0	67	4,477	96	1	12
		0.22%	0.00%	1.46%	97.67%	2.09%	0.02%	0.26%
<b>LDGT1</b>	2,233	6	0	37	2,181	67	0	5
		0.27%	0.00%	1.66%	97.67%	3.00%	0.00%	0.22%
<b>LDGT2</b>	745	3	0	10	730	11	0	3
		0.40%	0.00%	1.34%	97.99%	1.48%	0.00%	0.40%
<b>Model Year Total:</b>	<b>7,562</b>	<b>19</b>	<b>0</b>	<b>114</b>	<b>7,388</b>	<b>174</b>	<b>1</b>	<b>20</b>
		<b>0.25%</b>	<b>0.00%</b>	<b>1.51%</b>	<b>97.70%</b>	<b>2.30%</b>	<b>0.01%</b>	<b>0.26%</b>
<b>2007</b>								
<b>LDGV</b>	64	0	0	0	64	0	0	0
		0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%
<b>LDGT1</b>	17	0	0	0	17	1	0	0
		0.00%	0.00%	0.00%	100.00%	5.88%	0.00%	0.00%
<b>LDGT2</b>	20	0	0	0	20	0	0	0
		0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%

<b>Model Year Total:</b>	<b>101</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>101</b>	<b>1</b>	<b>0</b>	<b>0</b>
		<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>100.00%</b>	<b>0.99%</b>	<b>0.00%</b>	<b>0.00%</b>
<b>2008</b>								
<b>LDGV</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>100.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>
<b>Model Year Total:</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>100.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>
<b>Summary by Vehicle Type</b>								
<b>LDGV:</b>	266,223	15,725	92	15,635	232,732	15,301	2,240	13,949
		5.91%	0.03%	5.87%	87.42%	5.75%	0.84%	5.24%
<b>LDGT1:</b>	129,971	7,528	19	7,957	113,975	6,294	1,361	6,511
		5.79%	0.01%	6.12%	87.69%	4.84%	1.05%	5.01%
<b>LDGT2:</b>	51,626	2,490	5	2,104	232,732	2,123	697	1,942
		4.82%	0.01%	4.08%	450.80%	4.11%	1.35%	3.76%
<b>Overall Total:</b>	<b>447,820</b>	<b>25,743</b>	<b>116</b>	<b>25,696</b>	<b>393,485</b>	<b>23,718</b>	<b>4,298</b>	<b>22,402</b>
		<b>5.75%</b>	<b>0.03%</b>	<b>5.74%</b>	<b>87.87%</b>	<b>5.30%</b>	<b>0.96%</b>	<b>5.00%</b>

Note: This report includes OBD II tests conducted at enhanced test stations under EPA regulations that were phased in at the enhanced test stations in December 2002.

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**MISSOURI*****Basic Area OBD II MIL vs. Codes  
and Readiness Report***

06-Feb-2007 11:12:50

From: 01-Jan-2006 To: 31-Dec-2006

Stations: 1,2,3,4,5,6,7,8,9,10,11,12,15,16

**Vehicle Type**

LDGV Light Duty Gas Vehicle

LDGT1 Light Duty Gas Truck less than 6,001 lbs

LDGT2 Light Duty Gas Truck between 6,001 and 8,500 lbs

Model Year	Vehicle Type	Total Pass/Fail OBD II Tests	MIL Commanded On		MIL NOT Commanded On		Ready Not Complete
			Codes	No Codes	Codes	No Codes	
<b>1996</b>	<b>LDGV</b>	1,618	373	1	162	1,082	0
			23.05%	0.06%	10.01%	66.87%	0.00%
	<b>LDGT1</b>	909	229	0	80	600	0
			25.19%	0.00%	8.80%	66.01%	0.00%
	<b>LDGT2</b>	620	117	0	81	422	0
			18.87%	0.00%	13.06%	68.06%	0.00%
	<b>Total for 1996:</b>	<b>3,147</b>	<b>719</b>	<b>1</b>	<b>323</b>	<b>2,104</b>	<b>0</b>
			<b>22.85%</b>	<b>0.03%</b>	<b>10.26%</b>	<b>66.86%</b>	<b>0.00%</b>
<b>1997</b>	<b>LDGV</b>	494	100	0	53	341	0
			20.24%	0.00%	10.73%	69.03%	0.00%
	<b>LDGT1</b>	258	41	0	22	195	0
			15.89%	0.00%	8.53%	75.58%	0.00%
	<b>LDGT2</b>	112	21	0	7	84	0
			18.75%	0.00%	6.25%	75.00%	0.00%
	<b>Total for 1997:</b>	<b>864</b>	<b>162</b>	<b>0</b>	<b>82</b>	<b>620</b>	<b>0</b>
			<b>18.75%</b>	<b>0.00%</b>	<b>9.49%</b>	<b>71.76%</b>	<b>0.00%</b>
<b>1998</b>	<b>LDGV</b>	1,913	269	0	129	1,515	0
			14.06%	0.00%	6.74%	79.19%	0.00%
	<b>LDGT1</b>	1,456	187	0	108	1,161	0
			12.84%	0.00%	7.42%	79.74%	0.00%
	<b>LDGT2</b>	651	70	0	49	532	0
			10.75%	0.00%	7.53%	81.72%	0.00%
	<b>Total for 1998:</b>	<b>4,020</b>	<b>526</b>	<b>0</b>	<b>286</b>	<b>3,208</b>	<b>0</b>
			<b>13.08%</b>	<b>0.00%</b>	<b>7.11%</b>	<b>79.80%</b>	<b>0.00%</b>

**1000**

<b>1999</b>	<b>LDGV</b>	438	51	1	25	361	0
			11.64%	0.23%	5.71%	82.42%	0.00%
	<b>LDGT1</b>	273	22	0	16	235	0
			8.06%	0.00%	5.86%	86.08%	0.00%
	<b>LDGT2</b>	153	13	0	12	128	0
			8.50%	0.00%	7.84%	83.66%	0.00%
	<b>Total for 1999:</b>	<b>864</b>	<b>86</b>	<b>1</b>	<b>53</b>	<b>724</b>	<b>0</b>
			<b>9.95%</b>	<b>0.12%</b>	<b>6.13%</b>	<b>83.80%</b>	<b>0.00%</b>
<b>2000</b>	<b>LDGV</b>	2,225	131	1	101	1,992	0
			5.89%	0.04%	4.54%	89.53%	0.00%
	<b>LDGT1</b>	1,627	120	1	94	1,412	0
			7.38%	0.06%	5.78%	86.79%	0.00%
	<b>LDGT2</b>	818	40	0	39	739	0
			4.89%	0.00%	4.77%	90.34%	0.00%
	<b>Total for 2000:</b>	<b>4,670</b>	<b>291</b>	<b>2</b>	<b>234</b>	<b>4,143</b>	<b>0</b>
			<b>6.23%</b>	<b>0.04%</b>	<b>5.01%</b>	<b>88.72%</b>	<b>0.00%</b>
<b>2001</b>	<b>LDGV</b>	353	23	0	18	312	0
			6.52%	0.00%	5.10%	88.39%	0.00%
	<b>LDGT1</b>	217	14	0	10	193	0
			6.45%	0.00%	4.61%	88.94%	0.00%
	<b>LDGT2</b>	166	20	0	2	144	0
			12.05%	0.00%	1.20%	86.75%	0.00%
	<b>Total for 2001:</b>	<b>736</b>	<b>57</b>	<b>0</b>	<b>30</b>	<b>649</b>	<b>0</b>
			<b>7.74%</b>	<b>0.00%</b>	<b>4.08%</b>	<b>88.18%</b>	<b>0.00%</b>
<b>2002</b>	<b>LDGV</b>	1,825	61	0	56	1,708	0
			3.34%	0.00%	3.07%	93.59%	0.00%
	<b>LDGT1</b>	1,663	77	1	68	1,517	0
			4.63%	0.06%	4.09%	91.22%	0.00%
	<b>LDGT2</b>	893	42	0	13	838	0
			4.70%	0.00%	1.46%	93.84%	0.00%
	<b>Total for 2002:</b>	<b>4,381</b>	<b>180</b>	<b>1</b>	<b>137</b>	<b>4,063</b>	<b>0</b>
			<b>4.11%</b>	<b>0.02%</b>	<b>3.13%</b>	<b>92.74%</b>	<b>0.00%</b>

<b>2003</b>						
	<b>LDGV</b>	310	4	0	6	300
			1.29%	0.00%	1.94%	96.77%
	<b>LDGT1</b>	288	4	0	5	279
			1.39%	0.00%	1.74%	96.88%
	<b>LDGT2</b>	201	3	0	3	195
			1.49%	0.00%	1.49%	97.01%
	<b>Total for 2003:</b>	<b>799</b>	<b>11</b>	<b>0</b>	<b>14</b>	<b>774</b>
			<b>1.38%</b>	<b>0.00%</b>	<b>1.75%</b>	<b>96.87%</b>
<b>2004</b>						
	<b>LDGV</b>	1,642	13	0	25	1,604
			0.79%	0.00%	1.52%	97.69%
	<b>LDGT1</b>	1,206	8	0	12	1,186
			0.66%	0.00%	1.00%	98.34%
	<b>LDGT2</b>	953	4	0	10	939
			0.42%	0.00%	1.05%	98.53%
	<b>Total for 2004:</b>	<b>3,801</b>	<b>25</b>	<b>0</b>	<b>47</b>	<b>3,729</b>
			<b>0.66%</b>	<b>0.00%</b>	<b>1.24%</b>	<b>98.11%</b>
<b>2005</b>						
	<b>LDGV</b>	297	1	0	1	295
			0.34%	0.00%	0.34%	99.33%
	<b>LDGT1</b>	393	0	0	7	386
			0.00%	0.00%	1.78%	98.22%
	<b>LDGT2</b>	84	0	0	0	84
			0.00%	0.00%	0.00%	100.00%
	<b>Total for 2005:</b>	<b>774</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>765</b>
			<b>0.13%</b>	<b>0.00%</b>	<b>1.03%</b>	<b>98.84%</b>
<b>2006</b>						
	<b>LDGV</b>	135	0	0	1	134
			0.00%	0.00%	0.74%	99.26%
	<b>LDGT1</b>	103	0	0	1	102
			0.00%	0.00%	0.97%	99.03%
	<b>LDGT2</b>	33	0	0	0	33
			0.00%	0.00%	0.00%	100.00%
	<b>Total for 2006:</b>	<b>271</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>269</b>
			<b>0.00%</b>	<b>0.00%</b>	<b>0.74%</b>	<b>99.26%</b>

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**2007**

<b>LDGV</b>	3	0	0	0	3	0
		0.00%	0.00%	0.00%	100.00%	0.00%
<b>Total for 2007:</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>
		<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>100.00%</b>	<b>0.00%</b>

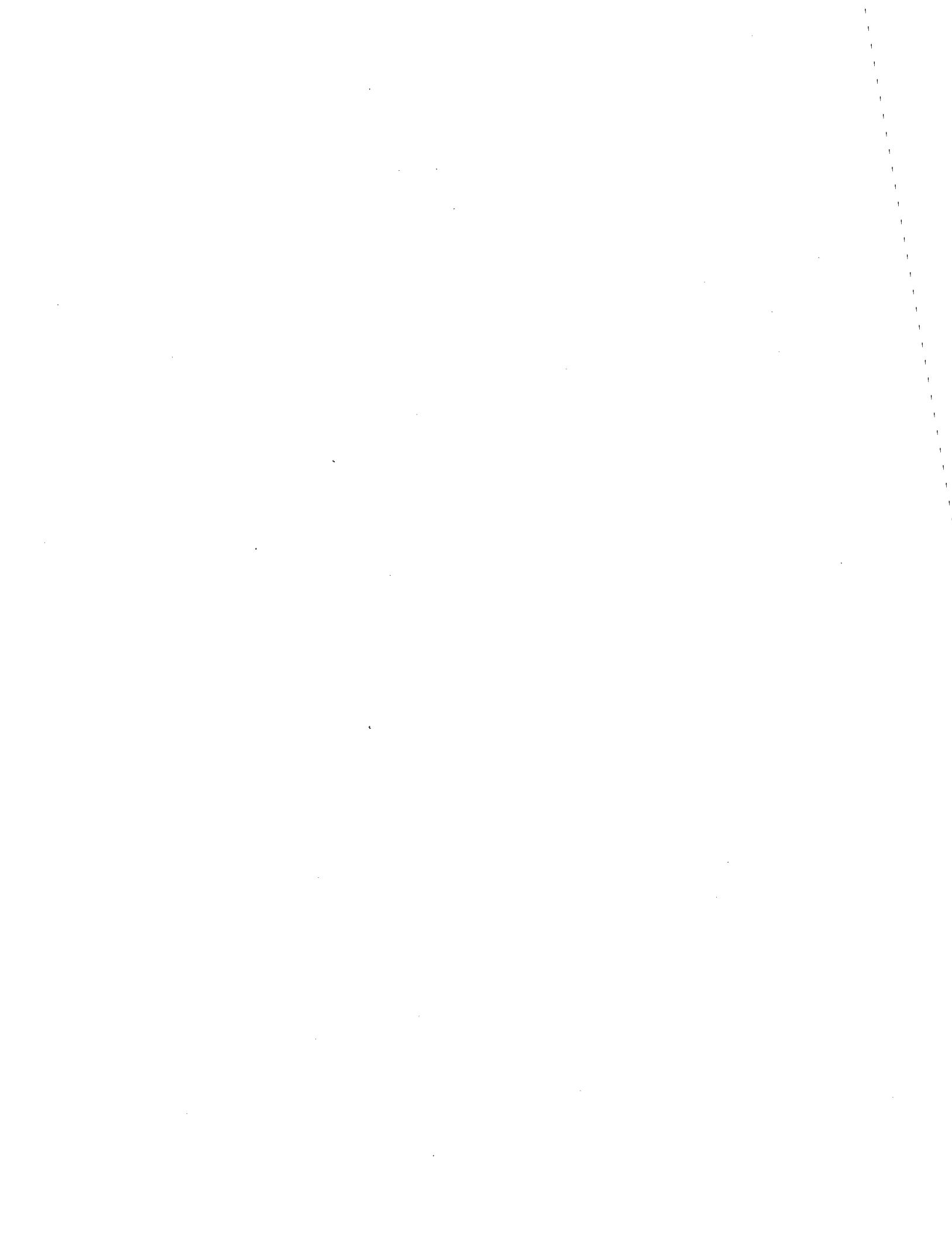
**Summary by Vehicle Type**

Model Year	Vehicle Type	Total Pass/Fail OBD II Tests	MIL Commanded On		MIL NOT Commanded On		Ready Not Complete
			Codes	No Codes	Codes	No Codes	
<b>LDGV:</b>		11,253	1,026	3	577	9,647	0
			9.12%	0.03%	5.13%	85.73%	0.00%
<b>LDGT1:</b>		8,393	702	2	423	7,266	0
			8.36%	0.02%	5.04%	86.57%	0.00%
<b>LDGT2:</b>		4,684	330	0	216	4,138	0
			7.05%	0.00%	4.61%	88.34%	0.00%
<b>Overall Total:</b>	<b>24,330</b>	<b>2,058</b>	<b>5</b>	<b>1,216</b>	<b>21,051</b>	<b>0</b>	
			<b>8.46%</b>	<b>0.02%</b>	<b>5.00%</b>	<b>86.52%</b>	<b>0.00%</b>

Note: This report includes OBD II tests conducted at basic and enhanced test stations under EPA regulations that are no longer in effect at the enhanced test stations.

Version 2.0

# **Attachment 9**



**MISSOURI****Initial Pass/Fail Test Results****by Model Year and Vehicle Type Report**

06-Feb-2007 10:23:44

From: 01-Jan-2006 To: 31-Dec-2006

Stations: 1,2,3,4,5,6,7,8,9,10,11,12,15,16,29,97,98

**Vehicle Type**

LDGV Light Duty Gas Vehicle

LDGT1 Light Duty Gas Truck less than 6,001 lbs

LDGT2 Light Duty Gas Truck between 6,001 and 8,500 lbs

OTHER\* May contain vehicles such as RSDs or Waivers where a type is not designated

<b>Model Year</b>	<b>Vehicle Type</b>	<b>Passed Tests</b>		<b>Failed Tests</b>		<b>Reject Results</b>		<b>Other Results</b>		<b>Total Tested</b>
		Count	%	Count	%	Count	%	Count	%	
<b>1980</b>	<b>OTHER:</b>	0	0.00%	0	0.00%	0	0.00%	1	100.00%	1
	<b>Model Year Total:</b>	<b>0</b>	<b>0.00%</b>	<b>0</b>	<b>0.00%</b>	<b>0</b>	<b>0.00%</b>	<b>1</b>	<b>100.00%</b>	<b>1</b>
<b>1981</b>	LDGV:	47	50.54%	36	38.71%	0	0.00%	10	10.75%	93
	LDGT1:	28	47.46%	20	33.90%	0	0.00%	11	18.64%	59
	LDGT2:	7	41.18%	7	41.18%	0	0.00%	3	17.65%	17
	<b>Model Year Total:</b>	<b>82</b>	<b>48.52%</b>	<b>63</b>	<b>37.28%</b>	<b>0</b>	<b>0.00%</b>	<b>24</b>	<b>14.20%</b>	<b>169</b>
<b>1982</b>	LDGV:	341	57.89%	207	35.14%	0	0.00%	41	6.96%	589
	LDGT1:	234	69.03%	73	21.53%	0	0.00%	32	9.44%	339
	LDGT2:	77	69.37%	26	23.42%	0	0.00%	8	7.21%	111
	<b>Model Year Total:</b>	<b>652</b>	<b>62.75%</b>	<b>306</b>	<b>29.45%</b>	<b>0</b>	<b>0.00%</b>	<b>81</b>	<b>7.80%</b>	<b>1,039</b>
<b>1983</b>	LDGV:	124	47.88%	119	45.95%	0	0.00%	16	6.18%	259
	LDGT1:	79	72.48%	22	20.18%	0	0.00%	8	7.34%	109
	LDGT2:	32	62.75%	15	29.41%	0	0.00%	4	7.84%	51
	OTHER:	0	0.00%	0	0.00%	0	0.00%	1	100.00%	1
	<b>Model Year Total:</b>	<b>235</b>	<b>55.95%</b>	<b>156</b>	<b>37.14%</b>	<b>0</b>	<b>0.00%</b>	<b>29</b>	<b>6.90%</b>	<b>420</b>
<b>1984</b>	LDGV:	1,259	64.17%	604	30.78%	0	0.00%	99	5.05%	1,962
	LDGT1:	456	60.00%	227	29.87%	0	0.00%	77	10.13%	760
	LDGT2:	207	55.95%	136	36.76%	0	0.00%	27	7.30%	370
	OTHER:	0	0.00%	0	0.00%	0	0.00%	7	100.00%	7
	<b>Model Year Total:</b>	<b>1,922</b>	<b>62.02%</b>	<b>967</b>	<b>31.20%</b>	<b>0</b>	<b>0.00%</b>	<b>210</b>	<b>6.78%</b>	<b>3,099</b>
<b>1985</b>	LDGV:	150	52.11%	870	25.06%	~	0.00%	50	0.10%	770

	<b>LDGV:</b>	450	58.44%	270	55.00%	0	0.00%	50	5.49%	170
	<b>LDGT1:</b>	172	51.34%	123	36.72%	0	0.00%	40	11.94%	335
	<b>LDGT2:</b>	97	55.43%	50	28.57%	0	0.00%	28	16.00%	175
	<b>OTHER:</b>	0	0.00%	0	0.00%	0	0.00%	2	100.00%	2
	<b>Model Year Total:</b>	<b>719</b>	<b>56.08%</b>	<b>443</b>	<b>34.56%</b>	<b>0</b>	<b>0.00%</b>	<b>120</b>	<b>9.36%</b>	<b>1,282</b>
<b>1986</b>										
	<b>LDGV:</b>	2,628	71.37%	907	24.63%	0	0.00%	147	3.99%	3,682
	<b>LDGT1:</b>	1,131	70.03%	353	21.86%	0	0.00%	131	8.11%	1,615
	<b>LDGT2:</b>	501	66.89%	202	26.97%	0	0.00%	46	6.14%	749
	<b>OTHER:</b>	0	0.00%	0	0.00%	0	0.00%	5	100.00%	5
	<b>Model Year Total:</b>	<b>4,260</b>	<b>70.40%</b>	<b>1,462</b>	<b>24.16%</b>	<b>0</b>	<b>0.00%</b>	<b>329</b>	<b>5.44%</b>	<b>6,051</b>
<b>1987</b>										
	<b>LDGV:</b>	891	63.92%	429	30.77%	0	0.00%	74	5.31%	1,394
	<b>LDGT1:</b>	430	69.35%	133	21.45%	0	0.00%	57	9.19%	620
	<b>LDGT2:</b>	169	72.53%	47	20.17%	0	0.00%	17	7.30%	233
	<b>OTHER:</b>	0	0.00%	0	0.00%	0	0.00%	3	100.00%	3
	<b>Model Year Total:</b>	<b>1,490</b>	<b>66.22%</b>	<b>609</b>	<b>27.07%</b>	<b>0</b>	<b>0.00%</b>	<b>151</b>	<b>6.71%</b>	<b>2,250</b>
<b>1988</b>										
	<b>LDGV:</b>	5,099	76.56%	1,307	19.62%	0	0.00%	254	3.81%	6,660
	<b>LDGT1:</b>	2,486	79.58%	476	15.24%	0	0.00%	162	5.19%	3,124
	<b>LDGT2:</b>	906	78.51%	201	17.42%	0	0.00%	47	4.07%	1,154
	<b>OTHER:</b>	0	0.00%	0	0.00%	0	0.00%	8	100.00%	8
	<b>Model Year Total:</b>	<b>8,491</b>	<b>77.57%</b>	<b>1,984</b>	<b>18.13%</b>	<b>0</b>	<b>0.00%</b>	<b>471</b>	<b>4.30%</b>	<b>10,946</b>
<b>1989</b>										
	<b>LDGV:</b>	2,004	71.85%	651	23.34%	0	0.00%	134	4.80%	2,789
	<b>LDGT1:</b>	708	73.07%	198	20.43%	0	0.00%	63	6.50%	969
	<b>LDGT2:</b>	291	74.62%	77	19.74%	0	0.00%	22	5.64%	390
	<b>OTHER:</b>	0	0.00%	0	0.00%	0	0.00%	2	100.00%	2
	<b>Model Year Total:</b>	<b>3,003</b>	<b>72.36%</b>	<b>926</b>	<b>22.31%</b>	<b>0</b>	<b>0.00%</b>	<b>221</b>	<b>5.33%</b>	<b>4,150</b>
<b>1990</b>										
	<b>LDGV:</b>	9,176	81.14%	1,833	16.21%	0	0.00%	300	2.65%	11,309
	<b>LDGT1:</b>	3,134	83.02%	510	13.51%	0	0.00%	131	3.47%	3,775
	<b>LDGT2:</b>	1,397	84.72%	191	11.58%	0	0.00%	61	3.70%	1,649
	<b>OTHER:</b>	0	0.00%	0	0.00%	0	0.00%	5	100.00%	5
	<b>Model Year Total:</b>	<b>13,707</b>	<b>81.89%</b>	<b>2,534</b>	<b>15.14%</b>	<b>0</b>	<b>0.00%</b>	<b>497</b>	<b>2.97%</b>	<b>16,738</b>
<b>1991</b>										
	<b>LDGV:</b>	3,317	76.01%	866	19.84%	0	0.00%	181	4.15%	4,364

	<b>LDGT1:</b>	1,248	79.49%	218	13.89%	0	0.00%	104	6.62%	1,570
	<b>LDGT2:</b>	309	77.44%	72	18.05%	0	0.00%	18	4.51%	399
	<b>OTHER:</b>	0	0.00%	0	0.00%	0	0.00%	15	100.00%	15
	<b>Model Year Total:</b>	<b>4,874</b>	<b>76.78%</b>	<b>1,156</b>	<b>18.21%</b>	<b>0</b>	<b>0.00%</b>	<b>318</b>	<b>5.01%</b>	<b>6,348</b>
<b>1992</b>										
	<b>LDGV:</b>	14,802	83.08%	2,547	14.30%	0	0.00%	467	2.62%	17,816
	<b>LDGT1:</b>	5,395	85.23%	720	11.37%	0	0.00%	215	3.40%	6,330
	<b>LDGT2:</b>	2,387	84.11%	368	12.97%	0	0.00%	83	2.92%	2,838
	<b>OTHER:</b>	0	0.00%	0	0.00%	0	0.00%	20	100.00%	20
	<b>Model Year Total:</b>	<b>22,584</b>	<b>83.63%</b>	<b>3,635</b>	<b>13.46%</b>	<b>0</b>	<b>0.00%</b>	<b>785</b>	<b>2.91%</b>	<b>27,004</b>
<b>1993</b>										
	<b>LDGV:</b>	5,221	81.41%	982	15.31%	0	0.00%	210	3.27%	6,413
	<b>LDGT1:</b>	1,880	85.53%	225	10.24%	0	0.00%	93	4.23%	2,198
	<b>LDGT2:</b>	562	81.10%	95	13.71%	0	0.00%	36	5.19%	693
	<b>OTHER:</b>	0	0.00%	0	0.00%	0	0.00%	15	100.00%	15
	<b>Model Year Total:</b>	<b>7,663</b>	<b>82.23%</b>	<b>1,302</b>	<b>13.97%</b>	<b>0</b>	<b>0.00%</b>	<b>354</b>	<b>3.80%</b>	<b>9,319</b>
<b>1994</b>										
	<b>LDGV:</b>	22,237	88.80%	2,254	9.00%	0	0.00%	551	2.20%	25,042
	<b>LDGT1:</b>	9,301	89.54%	843	8.12%	0	0.00%	243	2.34%	10,387
	<b>LDGT2:</b>	4,587	89.66%	448	8.76%	0	0.00%	81	1.58%	5,116
	<b>OTHER:</b>	0	0.00%	0	0.00%	0	0.00%	12	100.00%	12
	<b>Model Year Total:</b>	<b>36,125</b>	<b>89.07%</b>	<b>3,545</b>	<b>8.74%</b>	<b>0</b>	<b>0.00%</b>	<b>887</b>	<b>2.19%</b>	<b>40,557</b>
<b>1995</b>										
	<b>LDGV:</b>	8,356	87.17%	961	10.03%	0	0.00%	269	2.81%	9,586
	<b>LDGT1:</b>	2,318	87.08%	257	9.65%	0	0.00%	87	3.27%	2,662
	<b>LDGT2:</b>	1,113	85.16%	153	11.71%	0	0.00%	41	3.14%	1,307
	<b>OTHER:</b>	0	0.00%	0	0.00%	0	0.00%	29	100.00%	29
	<b>Model Year Total:</b>	<b>11,787</b>	<b>86.77%</b>	<b>1,371</b>	<b>10.09%</b>	<b>0</b>	<b>0.00%</b>	<b>426</b>	<b>3.14%</b>	<b>13,584</b>
<b>1996</b>										
	<b>LDGV:</b>	25,355	78.96%	5,065	15.77%	1481	4.61%	211	0.66%	32,112
	<b>LDGT1:</b>	9,305	77.26%	2,198	18.25%	462	3.84%	78	0.65%	12,043
	<b>LDGT2:</b>	4,347	80.53%	900	16.67%	111	2.06%	40	0.74%	5,398
	<b>OTHER:</b>	0	0.00%	0	0.00%	0	0.00%	25	100.00%	25
	<b>Model Year Total:</b>	<b>39,007</b>	<b>78.68%</b>	<b>8,163</b>	<b>16.46%</b>	<b>2,054</b>	<b>4.14%</b>	<b>354</b>	<b>0.71%</b>	<b>49,578</b>
<b>1997</b>										
	<b>LDGV:</b>	7,387	79.46%	1,349	14.51%	452	4.86%	109	1.17%	9,297
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	<b>LDGT1:</b>	2,963	79.48%	553	14.83%	176	4.72%	36	0.97%	3,728
	<b>LDGT2:</b>	905	80.30%	171	15.17%	35	3.11%	16	1.42%	1,127
	<b>OTHER:</b>	0	0.00%	0	0.00%	0	0.00%	30	100.00%	30
	<b>Model Year Total:</b>	<b>11,255</b>	<b>79.36%</b>	<b>2,073</b>	<b>14.62%</b>	<b>663</b>	<b>4.67%</b>	<b>191</b>	<b>1.35%</b>	<b>14,182</b>
<b>1998</b>										
	<b>LDGV:</b>	33,325	87.76%	3,478	9.16%	989	2.60%	180	0.47%	37,972
	<b>LDGT1:</b>	17,286	86.79%	2,033	10.21%	502	2.52%	95	0.48%	19,916
	<b>LDGT2:</b>	5,643	88.25%	581	9.09%	142	2.22%	28	0.44%	6,394
	<b>OTHER:</b>	0	0.00%	1	4.35%	0	0.00%	22	95.65%	23
	<b>Model Year Total:</b>	<b>56,254</b>	<b>87.48%</b>	<b>6,093</b>	<b>9.48%</b>	<b>1,633</b>	<b>2.54%</b>	<b>325</b>	<b>0.51%</b>	<b>64,305</b>
<b>1999</b>										
	<b>LDGV:</b>	8,446	86.64%	893	9.16%	327	3.35%	82	0.84%	9,748
	<b>LDGT1:</b>	3,814	88.43%	357	8.28%	122	2.83%	20	0.46%	4,313
	<b>LDGT2:</b>	1,745	89.21%	137	7.00%	50	2.56%	24	1.23%	1,956
	<b>OTHER:</b>	0	0.00%	0	0.00%	0	0.00%	32	100.00%	32
	<b>Model Year Total:</b>	<b>14,005</b>	<b>87.26%</b>	<b>1,387</b>	<b>8.64%</b>	<b>499</b>	<b>3.11%</b>	<b>158</b>	<b>0.98%</b>	<b>16,049</b>
<b>2000</b>										
	<b>LDGV:</b>	40,339	91.38%	2,941	6.66%	650	1.47%	216	0.49%	44,146
	<b>LDGT1:</b>	19,758	91.64%	1,439	6.67%	267	1.24%	96	0.45%	21,560
	<b>LDGT2:</b>	7,334	93.36%	420	5.35%	75	0.95%	27	0.34%	7,856
	<b>OTHER:</b>	0	0.00%	0	0.00%	0	0.00%	30	100.00%	30
	<b>Model Year Total:</b>	<b>67,431</b>	<b>91.63%</b>	<b>4,800</b>	<b>6.52%</b>	<b>992</b>	<b>1.35%</b>	<b>369</b>	<b>0.50%</b>	<b>73,592</b>
<b>2001</b>										
	<b>LDGV:</b>	8,550	88.00%	627	6.45%	454	4.67%	85	0.87%	9,716
	<b>LDGT1:</b>	3,888	85.08%	387	8.47%	237	5.19%	58	1.27%	4,570
	<b>LDGT2:</b>	1,665	86.85%	154	8.03%	70	3.65%	28	1.46%	1,917
	<b>OTHER:</b>	0	0.00%	0	0.00%	0	0.00%	54	100.00%	54
	<b>Model Year Total:</b>	<b>14,103</b>	<b>86.75%</b>	<b>1,168</b>	<b>7.18%</b>	<b>761</b>	<b>4.68%</b>	<b>225</b>	<b>1.38%</b>	<b>16,257</b>
<b>2002</b>										
	<b>LDGV:</b>	39,762	94.45%	1,336	3.17%	767	1.82%	235	0.56%	42,100
	<b>LDGT1:</b>	23,370	93.54%	1,061	4.25%	431	1.73%	122	0.49%	24,984
	<b>LDGT2:</b>	8,688	91.88%	557	5.89%	159	1.68%	52	0.55%	9,456
	<b>OTHER:</b>	0	0.00%	0	0.00%	0	0.00%	44	100.00%	44
	<b>Model Year Total:</b>	<b>71,820</b>	<b>93.78%</b>	<b>2,954</b>	<b>3.86%</b>	<b>1,357</b>	<b>1.77%</b>	<b>453</b>	<b>0.59%</b>	<b>76,584</b>
<b>2003</b>										
	<b>LDGV:</b>	10,095	94.21%	237	2.21%	261	2.44%	122	1.14%	10,715
	<b>LDGT1:</b>	5,165	95.21%	126	2.32%	88	1.62%	46	0.85%	5,425

Type	Count	%	Count	%	Count	%	Count	%	Tested
LDGV:	301,667	87.98%	30,854	9.00%	5,944	1.73%	4,403	1.28%	342,868
LDGT1:	142,584	89.01%	12,944	8.08%	2,519	1.57%	2,137	1.33%	160,184
LDGT2:	60,164	89.70%	5,248	7.82%	821	1.22%	836	1.25%	67,069
OTHER:	0	0.00%	1	0.20%	0	0.00%	494	99.80%	495
<b>Overall Total:</b>	<b>504,415</b>	<b>88.40%</b>	<b>49,047</b>	<b>8.60%</b>	<b>9,284</b>	<b>1.63%</b>	<b>7,870</b>	<b>1.38%</b>	<b>570,616</b>

\* Counts in this category may include Vehicle Test Records (VTR) with the result of A = Abort, R = Reissue, V = Voids and/or W = Waivers.

Version 1.3

**MISSOURI*****Initial Failure Rate******by Model Year and Vehicle Type Summary Report***

06-Feb-2007 14:47:48

From: 01-Jan-2006 To: 31-Dec-2006

Stations: 1,2,3,4,5,6,7,8,9,10,11,12,15,16

**Vehicle Type**

LDGV Light Duty Gas Vehicle

LDGT1 Light Duty Gas Truck less than 6,001 lbs

LDGT2 Light Duty Gas Truck between 6,001 and 8,500 lb

Model Year	Vehicle Type	Total Tests	Failed Tests	Failure Rate
<b>1981</b>				
	LDGV	83	36	43.37%
	LDGT1	48	20	41.67%
	LDGT2	14	7	50.00%
	<b>Model Year Total:</b>	<b>145</b>	<b>63</b>	<b>43.45%</b>
<b>1982</b>				
	LDGV	548	207	37.77%
	LDGT1	307	73	23.78%
	LDGT2	103	26	25.24%
	<b>Model Year Total:</b>	<b>958</b>	<b>306</b>	<b>31.94%</b>
<b>1983</b>				
	LDGV	243	119	48.97%
	LDGT1	101	22	21.78%
	LDGT2	47	15	31.91%
	<b>Model Year Total:</b>	<b>391</b>	<b>156</b>	<b>39.90%</b>
<b>1984</b>				
	LDGV	1,863	604	32.42%
	LDGT1	683	227	33.24%
	LDGT2	343	136	39.65%
	<b>Model Year Total:</b>	<b>2,889</b>	<b>967</b>	<b>33.47%</b>
<b>1985</b>				
	LDGV	720	270	37.50%
	LDGT1	295	123	41.69%
	LDGT2	147	50	34.01%
	<b>Model Year Total:</b>	<b>1,162</b>	<b>443</b>	<b>38.12%</b>
<b>1986</b>				
	LDGV	3,535	907	25.66%
	LDGT1	1,484	353	23.79%
	LDGT2	703	202	28.73%
	<b>Model Year Total:</b>	<b>5,722</b>	<b>1,462</b>	<b>25.55%</b>
<b>1987</b>				
	LDGV	1,320	429	32.50%
	LDGT1	563	133	23.62%
	LDGT2	216	47	21.76%
	<b>Model Year Total:</b>	<b>2,099</b>	<b>609</b>	<b>29.01%</b>
<b>1988</b>				
	LDGV	6,406	1,307	20.40%
	LDGT1	2,962	476	16.07%
	LDGT2	1,107	201	18.16%
	<b>Model Year Total:</b>	<b>10,475</b>	<b>1,984</b>	<b>18.94%</b>

<b>1989</b>	<b>LDGV</b>	2,655	651	24.52%
	<b>LDGT1</b>	906	198	21.85%
	<b>LDGT2</b>	368	77	20.92%
	<b>Model Year Total:</b>	<b>3,929</b>	<b>926</b>	<b>23.57%</b>
<b>1990</b>	<b>LDGV</b>	11,009	1,833	16.65%
	<b>LDGT1</b>	3,644	510	14.00%
	<b>LDGT2</b>	1,588	191	12.03%
	<b>Model Year Total:</b>	<b>16,241</b>	<b>2,534</b>	<b>15.60%</b>
<b>1991</b>	<b>LDGV</b>	4,183	866	20.70%
	<b>LDGT1</b>	1,466	218	14.87%
	<b>LDGT2</b>	381	72	18.90%
	<b>Model Year Total:</b>	<b>6,030</b>	<b>1,156</b>	<b>19.17%</b>
<b>1992</b>	<b>LDGV</b>	17,349	2,547	14.68%
	<b>LDGT1</b>	6,115	720	11.77%
	<b>LDGT2</b>	2,755	368	13.36%
	<b>Model Year Total:</b>	<b>26,219</b>	<b>3,635</b>	<b>13.86%</b>
<b>1993</b>	<b>LDGV</b>	6,203	982	15.83%
	<b>LDGT1</b>	2,105	225	10.69%
	<b>LDGT2</b>	657	95	14.46%
	<b>Model Year Total:</b>	<b>8,965</b>	<b>1,302</b>	<b>14.52%</b>
<b>1994</b>	<b>LDGV</b>	24,491	2,254	9.20%
	<b>LDGT1</b>	10,144	843	8.31%
	<b>LDGT2</b>	5,035	448	8.90%
	<b>Model Year Total:</b>	<b>39,670</b>	<b>3,545</b>	<b>8.94%</b>
<b>1995</b>	<b>LDGV</b>	9,317	961	10.31%
	<b>LDGT1</b>	2,575	257	9.98%
	<b>LDGT2</b>	1,266	153	12.09%
	<b>Model Year Total:</b>	<b>13,158</b>	<b>1,371</b>	<b>10.42%</b>
<b>1996</b>	<b>LDGV</b>	31,901	5,065	15.88%
	<b>LDGT1</b>	11,965	2,198	18.37%
	<b>LDGT2</b>	5,358	900	16.80%
	<b>Model Year Total:</b>	<b>49,224</b>	<b>8,163</b>	<b>16.58%</b>
<b>1997</b>	<b>LDGV</b>	9,188	1,349	14.68%
	<b>LDGT1</b>	3,692	553	14.98%
	<b>LDGT2</b>	1,111	171	15.39%
	<b>Model Year Total:</b>	<b>13,991</b>	<b>2,073</b>	<b>14.82%</b>
<b>1998</b>	<b>LDGV</b>	37,792	3,478	9.20%
	<b>LDGT1</b>	19,821	2,033	10.26%
	<b>LDGT2</b>	6,366	581	9.13%

<b>Model Year Total:</b>	<b>63,979</b>	<b>6,092</b>	<b>9.52%</b>
<b>1999</b>			
LDGV	9,666	893	9.24%
LDGT1	4,293	357	8.32%
LDGT2	1,932	137	7.09%
<b>Model Year Total:</b>	<b>15,891</b>	<b>1,387</b>	<b>8.73%</b>
<b>2000</b>			
LDGV	43,930	2,941	6.69%
LDGT1	21,464	1,439	6.70%
LDGT2	7,829	420	5.36%
<b>Model Year Total:</b>	<b>73,223</b>	<b>4,800</b>	<b>6.56%</b>
<b>2001</b>			
LDGV	9,631	627	6.51%
LDGT1	4,512	387	8.58%
LDGT2	1,889	154	8.15%
<b>Model Year Total:</b>	<b>16,032</b>	<b>1,168</b>	<b>7.29%</b>
<b>2002</b>			
LDGV	41,865	1,336	3.19%
LDGT1	24,862	1,061	4.27%
LDGT2	9,404	557	5.92%
<b>Model Year Total:</b>	<b>76,131</b>	<b>2,954</b>	<b>3.88%</b>
<b>2003</b>			
LDGV	10,593	237	2.24%
LDGT1	5,379	126	2.34%
LDGT2	2,981	60	2.01%
<b>Model Year Total:</b>	<b>18,953</b>	<b>423</b>	<b>2.23%</b>
<b>2004</b>			
LDGV	36,758	693	1.89%
LDGT1	21,217	301	1.42%
LDGT2	12,009	156	1.30%
<b>Model Year Total:</b>	<b>69,984</b>	<b>1,150</b>	<b>1.64%</b>
<b>2005</b>			
LDGV	12,555	214	1.70%
LDGT1	5,168	66	1.28%
LDGT2	1,839	17	0.92%
<b>Model Year Total:</b>	<b>19,562</b>	<b>297</b>	<b>1.52%</b>
<b>2006</b>			
LDGV	4,591	48	1.05%
LDGT1	2,259	25	1.11%
LDGT2	765	7	0.92%
<b>Model Year Total:</b>	<b>7,615</b>	<b>80</b>	<b>1.05%</b>
<b>2007</b>			
LDGV	67	0	0.00%
LDGT1	16	0	0.00%
LDGT2	20	0	0.00%
<b>Model Year Total:</b>	<b>103</b>	<b>0</b>	<b>0.00%</b>
<b>2008</b>			
LDGV	3	0	0.00%
LDGT1	1	0	0.00%

**Model Year Total:**      **4**      **0**      **0.00%**

**Summary by Vehicle Type**

**LDGV:**      338,465      30,854      9.12%

**LDGT1:**      158,047      12,944      8.19%

**LDGT2:**      66,233      5,248      7.92%

**Overall Total:**      **562,745**      **49,046**      **8.72%**

Version 1.2

**MISSOURI*****Initial Inspection Test Results by Station Report***

05-Feb-2007 12:58:58

From: 01-Jan-2006 To: 31-Dec-2006

Stations: 1,2,3,4,5,6,7,8,9,10,11,12,15,16,29,97,98

Station	*Total Tests	*Overall Test Results		**OBD II		Emissions		Gas Cap		Visuals	
		Pass	Fail	Pass	Fail	Pass	Fail	Pass	Fail	Pass	Fail
1	35,559	32,720	2,839	26,023	0	7,192	876	35,545	557	851	25
		92.02%	7.98%	73.18%	0.00%	20.23%	2.46%	99.96%	1.57%	2.39%	0.07%
2	55,607	51,459	4,148	41,728	0	10,546	1,337	55,757	915	1,307	30
		92.54%	7.46%	75.04%	0.00%	18.97%	2.40%	100.27%	1.65%	2.35%	0.05%
3	66,048	58,361	7,687	44,992	0	14,754	2,692	65,637	1,606	2,623	69
		88.36%	11.64%	68.12%	0.00%	22.34%	4.08%	99.38%	2.43%	3.97%	0.10%
4	26,660	25,315	1,345	22,271	0	3,352	251	26,697	334	243	8
		94.95%	5.05%	83.54%	0.00%	12.57%	0.94%	100.14%	1.25%	0.91%	0.03%
5	68,927	62,795	6,132	49,493	0	14,488	2,098	68,828	1,356	2,064	34
		91.10%	8.90%	71.80%	0.00%	21.02%	3.04%	99.86%	1.97%	2.99%	0.05%
6	26,012	21,527	4,485	12,942	0	8,947	2,049	26,093	480	1,965	84
		82.76%	17.24%	49.75%	0.00%	34.40%	7.88%	100.31%	1.85%	7.55%	0.32%
7	55,152	51,772	3,380	43,995	0	8,577	844	55,155	875	826	18
		93.87%	6.13%	79.77%	0.00%	15.55%	1.53%	100.01%	1.59%	1.50%	0.03%
8	72,553	64,399	8,154	46,744	0	19,134	3,005	72,200	1,730	2,955	50
		88.76%	11.24%	64.43%	0.00%	26.37%	4.14%	99.51%	2.38%	4.07%	0.07%
9	77,546	71,102	6,444	55,102	0	17,338	2,189	77,178	1,508	2,120	69
		91.69%	8.31%	71.06%	0.00%	22.36%	2.82%	99.53%	1.94%	2.73%	0.09%
10	29,991	27,492	2,499	20,714	0	7,157	1,010	30,335	439	969	41
		91.67%	8.33%	69.07%	0.00%	23.86%	3.37%	101.15%	1.46%	3.23%	0.14%
11	17,437	16,723	714	0	0	17,131	306	17,015	422	283	23
		95.91%	4.09%	0.00%	0.00%	98.25%	1.75%	97.58%	2.42%	1.62%	0.13%
12	6,928	6,575	353	0	0	6,737	191	6,762	166	181	10
		94.90%	5.10%	0.00%	0.00%	97.24%	2.76%	97.60%	2.40%	2.61%	0.14%
15	3,786	3,643	143	0	0	3,707	79	3,719	67	74	5
		96.22%	3.78%	0.00%	0.00%	97.91%	2.09%	98.23%	1.77%	1.95%	0.13%

16	7,096	6,723	373	0	0	6,892	204	6,917	179	185	19
		94.74%	5.26%	0.00%	0.00%	97.13%	2.87%	97.48%	2.52%	2.61%	0.27%
29	0	0	0	1	0	0	0	0	0	0	0
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
<b>Overall Total:</b>	<b>549,302</b>	<b>500,606</b>	<b>48,696</b>	<b>364,005</b>	<b>0</b>	<b>145,952</b>	<b>17,131</b>	<b>547,838</b>	<b>10,634</b>	<b>16,646</b>	<b>485</b>
		91.13%	8.87%	66.27%	0.00%	26.57%	3.12%	99.73%	1.94%	3.03%	0.09%

\*Includes only Pass/Fail results.

\*\*Counts for OBD II testing include enhanced area test results that are valid for determining overall Pass/Fail. Basic area OBD II advisory results are no longer included.

Version 1.2

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